

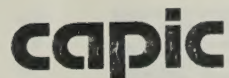
URBAN/MUNICIPAL

CA4 ON HBL A05
C51P4C

April 1989 -

CENTRAL AREA PLAN IMPLEMENTATION
COMMITTEE

CA4 ON HBL AOS
CSIP4C
1989



CENTRAL AREA PLAN IMPLEMENTATION COMMITTEE

CITY HALL, 71 MAIN STREET WEST, HAMILTON, ONTARIO, L8N 3T4

NOTICE OF MEETING

Friday, April 28, 1989
9:00 a.m.

McMaster University
Burke Science Building
Room 342

URBAN MUNICIPAL

APR 19 1989

GOVERNMENT DOCUMENTS

A handwritten signature in dark ink, appearing to read 'Mark Hornell', is written over a horizontal line.

Mark Hornell, Secretary
(526-4148)

AGENDA

1. Vice-Chairperson's Remarks - Charles Forsyth.
2. Members' Reports (two minutes maximum).
3. Minutes of meeting held March 17, 1989 (attached).
4. Matters arising from the Minutes (attached).
5. McMaster University Resources and CAPIC. Presentation by John Eyles. (FOR INFORMATION AND DISCUSSION).
6. Reporting strategies for CAPIC (attached). Presentation by Gloria DeSantis. (FOR DISCUSSION).
7. Central Area Development Update (attachments). Presentation by Mark Hornell. (FOR INFORMATION).
8. Information and other business.
9. Agenda and time for next meeting.

Colour Key

Use -	Blue
Form -	Buff
Movement -	Green
Economy/Health -	Pink
Implementation/Administration/Other -	White

MH:CS
Attach.
0149P



McMaster University

The Campus

Alumni Memorial Hall	8	Lewis Field House	13
Applied Dynamics Bldg.	33	Life Sciences Bldg.	39
Bates Residence	40	Mathews Hall	26
Biology Greenhouse	30	McKay Hall	27
Brandon Hall	36	Mills Memorial Library	10
Burke Science Bldg.	11	Moulton Hall	18
Campus Serv. Bldg.	31	Nuclear Reactor	15
Chester New Hall	23	Nuclear Research Bldg.	9
Commons Bldg.	28	Tandem Accelerator	32
Day Care Centre	41	Prelim. Lab Bldg.	T13
Divinity College	17	President's Residence	7
Edwards Hall	5	Psychology Bldg.	34
John Hodgins		Refectory	4
Engineering Bldg.	16	Thode Library of Science and Engineering	42
E. T. Clarke Centre	12	Senior Sciences Bldg.	25
Faculty Club	8	Togo Salmon Hall	29
General Sciences Bldg.	22	University Hall	1
Gilmour Hall	20	Wallingford Hall	6
Hamilton Hall	2	Wentworth House	21
Health Sciences Centre	37	Whidden Hall	19
Ivor Wynne Centre	24	Woodstock Hall	35
Kenneth Taylor Hall	38	Parking Lots	P

COOTES DRIVE

KING STREET WEST

UNIVERSITY AVE

FORSYTH AVE

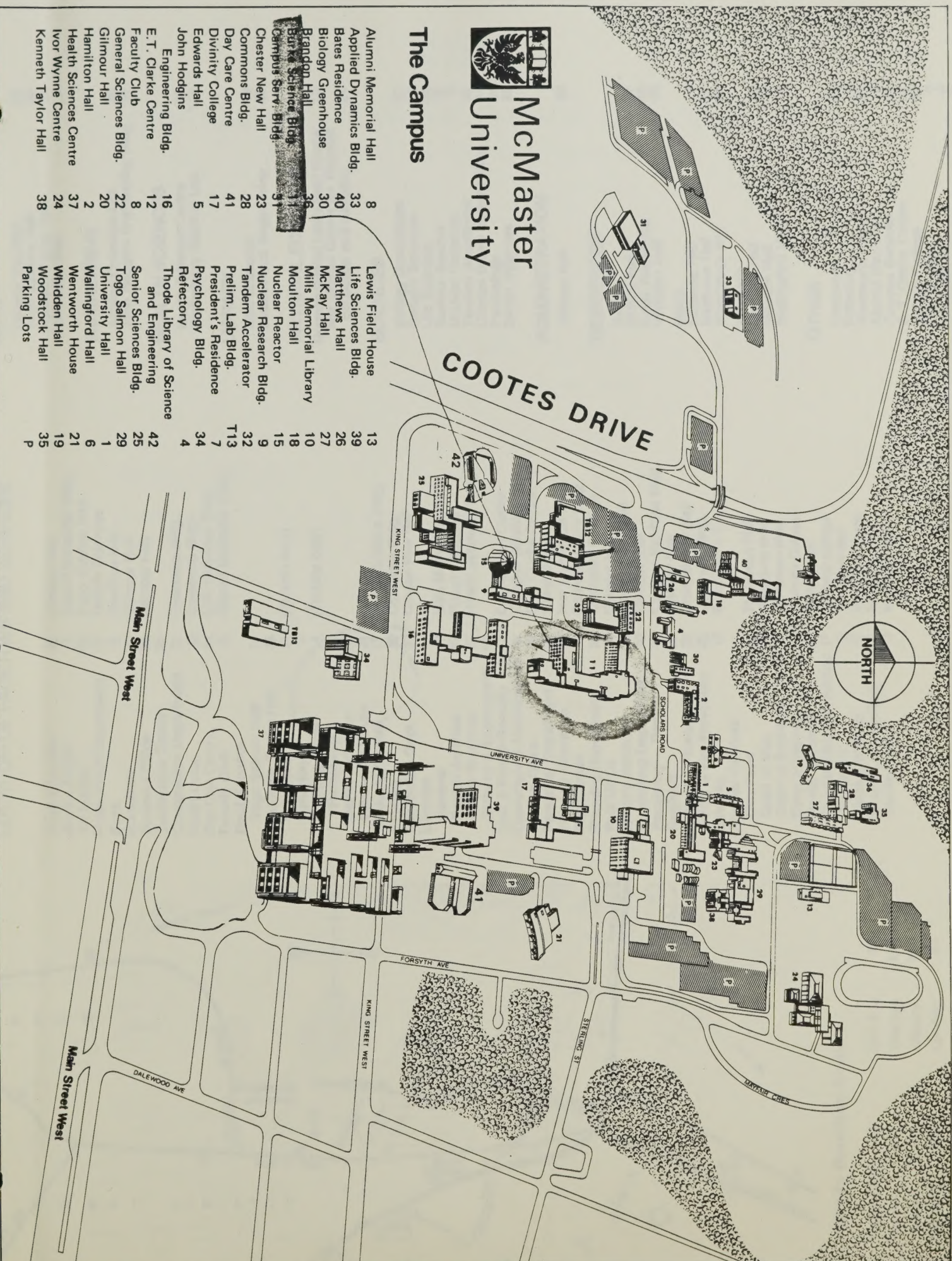
KING STREET WEST

DALEWOOD AVE

Main Street West

Main Street West

NORTH



BUILDINGS GROUPED BY USE

ARTS

Chester New Hall 23
Togo Salmon Hall 29
Kenneth Taylor Hall 38
University Hall 1

ENGINEERING

Applied Dynamics Lab. 33
John Hodgins Engineering Bldg. 16

HEALTH SCIENCES

Health Sciences Centre 37
Preliminary Medical Lab. T13

LIBRARY

Mills Memorial 10
Science and Engineering 42

PHYSICAL EDUCATION

Norman (Pinky) Lewis Field House 13
Ivor Wynne Centre for Physical Education and Athletics 24

SCIENCES

Biology Greenhouse 30
General Sciences 22
Life Sciences 39
Nuclear Reactor 15
Nuclear Research 9
Tandem Accelerator 32
Charles Burke Science Bldg. 11
Psychology 34
Senior Sciences 25

ADMINISTRATION

Gilmour Hall 20

RESIDENCES

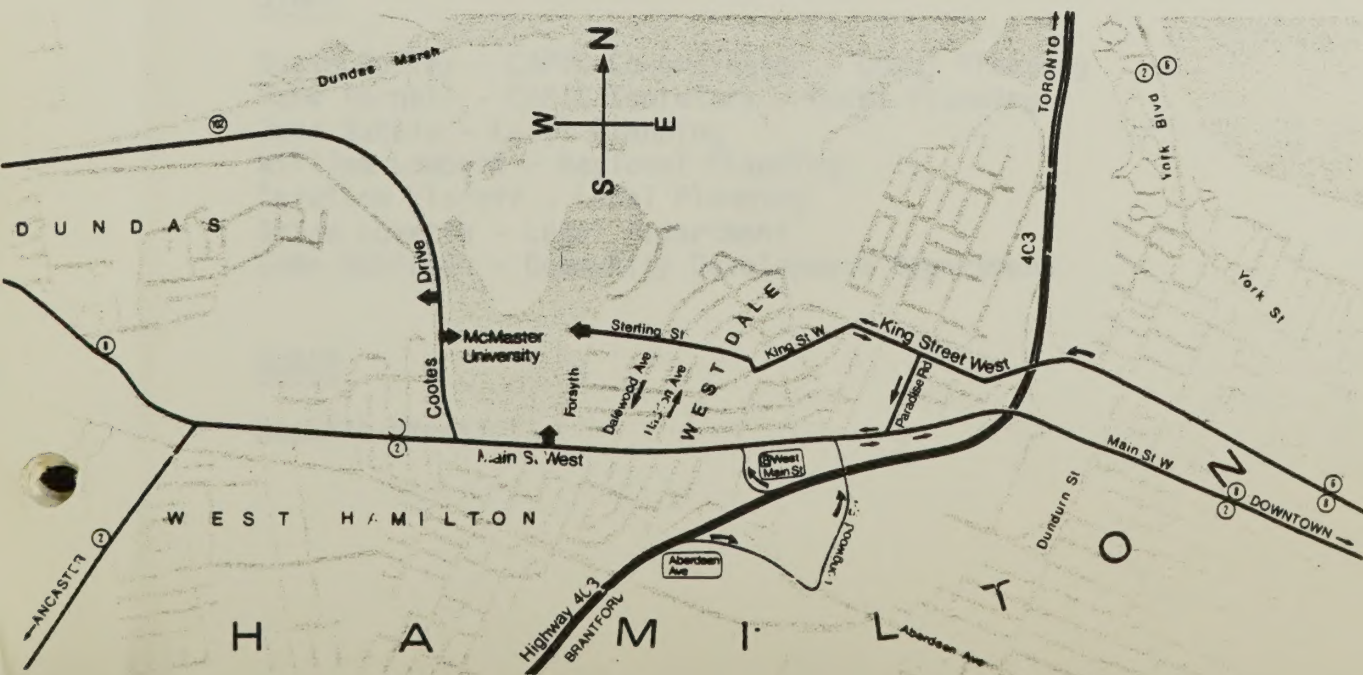
Co-ed 27
McKay Hall 40
Bates Residence 19
Whidden Hall 19
Men's 5
Edwards Hall 26
Matthews Hall 35
Woodstock Hall 36
Women's 18
Brandon Hall 6
Moulton Hall 6
Wallingford Hall 6

OTHER

Commons 28
Refectory 4
Wentworth House 21
Alumni Memorial 8
Campus Services 31
E. T. Clarke Centre 12
Divinity College 17
Faculty Club 8
Hamilton Hall 2
President's Residence 7

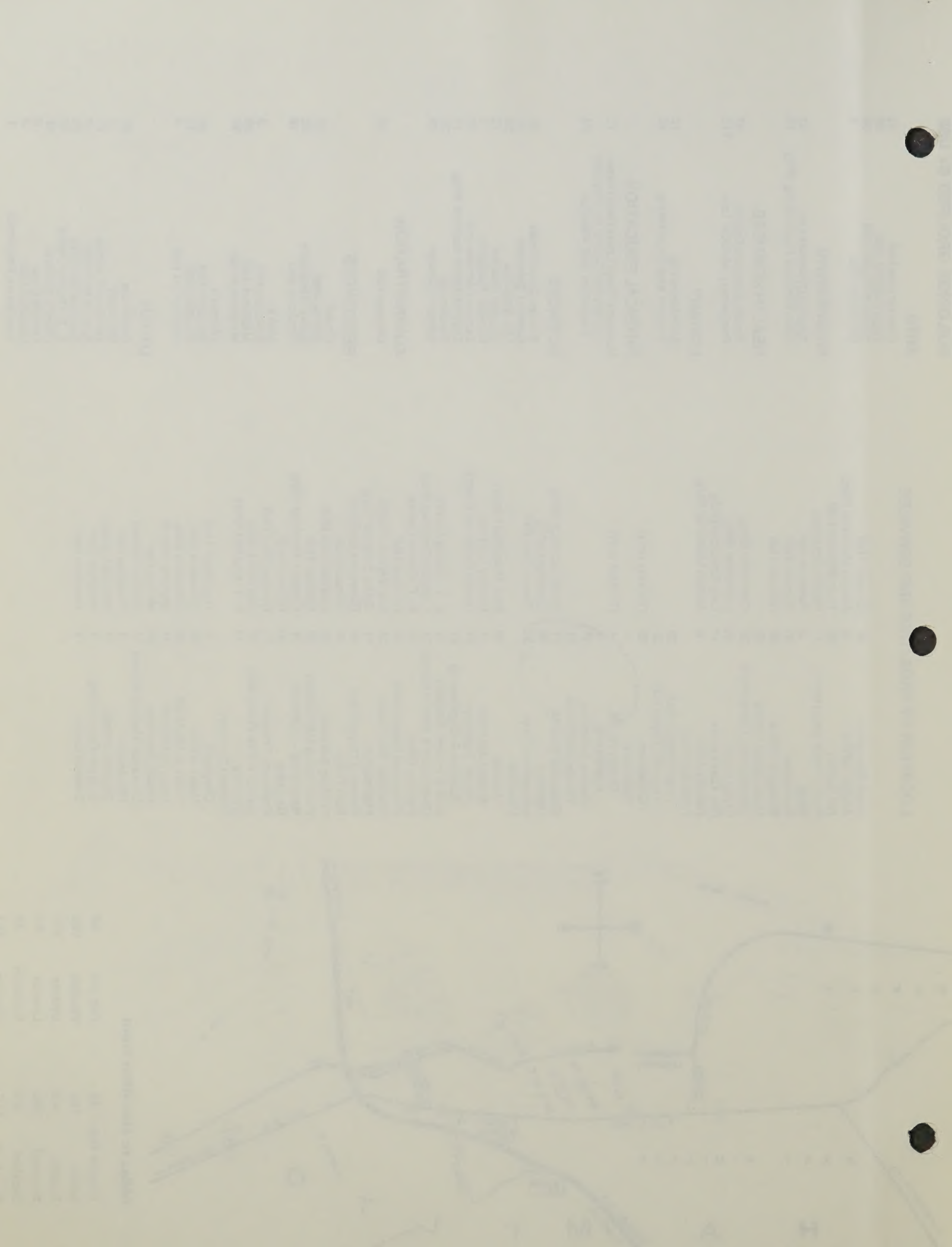
LOCATION OF FACILITIES AND SERVICES

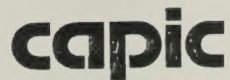
Adult Education	20	Gilmour Hall
Alumni Affairs	8	Alumni Memorial Bldg.
Art Gallery	29	Togo Salmon Hall
Audio-Visual Department	37	Health Sciences
Bank	2	Hamilton Hall
Bookstore	20	Gilmour Hall
Business Office	20	Gilmour Hall
Conference Centre	28	Commons Bldg.
Construction Department	28	Commons Bldg.
Credit Union	39	Life Sciences Bldg.
Day Care Centre	41	Alumni Memorial Bldg.
Faculty Club	8	Alumni Memorial Bldg.
Food Services	29	Togo Salmon Hall
Housing	28	Commons Bldg.
Information Dept.	23	Chester New Hall
Libraries	10	Mills Memorial Library
General	17	Divinity College
Baptist Archives	37	Health Sciences Centre
Health Sciences	42	E. T. Clarke Centre
Science & Engineering	12	Campus Services Bldg.
Lost & Found-Security	31	E. T. Clarke Centre
Operations & Maintenance	12	Gilmour Hall
Parking Office	20	Ivor Wynne Centre
Personnel Department	24	Burke Science Bldg.
Physical Education	11	Commons Building
Planetarium	28	Gilmour Hall
Planning Department	20	Chester New Hall
Post Office	23	Gilmour Hall
Printing Services	20	Campus Services Bldg.
Purchasing Department	31	Gilmour Hall
Receiving - General	20	Chester New Hall
Registrar	23	Commons Bldg.
Robinson Theatre	28	E. T. Clarke Centre
Safety & Fire Prevention	12	Hamilton Hall
Security	2	Commons Bldg.
Student Services	2	Divinity College
Chaplains	28	McKay Hall
Dean of Men	28	Divinity College
Dean of Students	17	Divinity College
Dean of Women	27	Divinity College
Health Services	17	Divinity College
Overseas Student Adviser	2	Divinity College
Placement	17	Divinity College
Student Awards	2	Divinity College
Student Counselling	2	Divinity College
Student Union	2	Divinity College



Miles to Hamilton from

Niagara Falls	42	Fort Erie	60
Sarnia	150	Windsor	195
Toronto	43	Ottawa	300
Montreal	396	London	82
Stratford	63	Kitchener	36
New York	512	Chicago	457





CENTRAL AREA PLAN IMPLEMENTATION COMMITTEE

CITY HALL, 71 MAIN STREET WEST, HAMILTON, ONTARIO, L8N 3T4

MINUTES

CENTRAL AREA PLAN IMPLEMENTATION COMMITTEE

ROOM 233, City Hall

Friday, March 17, 1989

MEMBERS ATTENDING

Alderman David Christopherson - Chairman
Arthur Lomax - Hamilton Automobile Club
Gil Simmons - North End Neighbourhood
Gloria DeSantis - Social Planning and Research Council
Rev. Charles Forsyth - First Place
Ann Stewart - Hamilton Board of Education
Russell Elman - Durand Association
Ozzie Ferguson - United Senior Citizens of Ontario
John Eyles - McMaster University
Bruce Rankin - Hamilton Society of Architects

REGRETS

Mark Boyak - Hamilton Real Estate Board

STAFF

David Godley - CAPIC Co-ordinator - Local Planning
Mark Hornell - CAPIC Secretary - Local Planning
John Sakala - Local Planning
William Lambert - Regional Planning
Caroline Floroff - Local Planning
Brian Lovetto - Legal Department
John Robinson - Community Development Department

GUEST

Rozalin Minaji

CHAIRMAN'S REMARKS

1. Alderman Christopherson called the meeting to order and welcomed everyone. The Alderman reported the recommendation of the subcommittee, composed of himself, Charles Forsyth and Gil Simmons regarding the issue of a new chairperson for CAPIC. The subcommittee recommended that Alderman Christopherson stay on as nominal chairperson, but that his duties be assumed by the Vice-Chairperson, Charles Forsyth, who will perform all the duties of chairperson, at least until the summer. Alderman Christopherson will be available should CAPIC need political representation, but will not take part in the day-to-day functions of the Committee. This situation will be reviewed in a few months time.

MATTERS ARISING FROM THE MINUTES

2. Gil Simmons raised the matter of John Gartner giving a presentation to CAPIC on Regional land use policy.
3. Mark Hornell reported that John Gartner indicated he would be unable to come to the April 21 CAPIC meeting and that he would like more direction from CAPIC as to the kind of information he should present. To this end, John indicated a willingness to meet informally with some members of CAPIC to clarify the Committee's expectations of his presentation.
4. Bill Lambert asked Gil Simmons what it is that CAPIC wants by way of a presentation from John Gartner.
5. Gil Simmons replied that CAPIC needs an overall land use policy context within which to consider transportation issues.
6. David Godley said that John Gartner will be approached to come to the May 19 meeting to give a presentation concurrently with Ted Gil on a meeting devoted to transportation issues. If necessary, an informal meeting will be arranged with interested members and John Gartner to discuss the specifics of his presentation.(ACTION - MARK HORNELL)
7. Ozzie Ferguson raised the issue of a proposed zoning change at 10 Herkimer Street.
8. It was decided that since this was a matter of new business, it would be best dealt with under agenda item 11.

CENTRAL AREA PLAN STATUS REPORT

9. Caroline Floroff reported on the City's response to the Region on comments made on Official Plan Amendment No. 66, in particular, the comments of the Hamilton Harbour Commissioners. Caroline noted that the City concurs with the Hamilton Harbour Commissioners only with regard to the first sentence of Policy 4.6.11. Beyond that, the City recommends no additional modifications are necessary.

9. (Cont'd)

Caroline further noted that the City and the Hamilton Harbour Commissioners have diverging goals for the west harbour and adjacent waterfront lands, and that the Hamilton Harbour Commissioners appear to be trying to limit the City's options in this area.

10. Gil Simmons said that the City has based its decisions regarding the waterfront on the Hamilton Harbour Commission 1978 Port Master Plan, to which the Hamilton Harbour Commission has made no updates or modifications. Gil noted that the 1978 Port Master Plan seems a reasonable document and that the Hamilton Harbour Commissioners' letter appears to say that the City has an obligation to promote the activities of the Hamilton Harbour Commission.
11. Russell Elman asked whether there is any merit in including shipping and navigation along with the Hamilton Airport, as being of district economic importance to the Central Area.
12. Caroline Floroff said the airport and shipping and navigation are two slightly different issues, and if the port were to be mentioned, it should be done elsewhere in the Plan.
13. Gil Simmons noted her reluctance to get involved in an argument over the greater or lesser benefits of the harbour versus the airport.
14. Caroline Floroff pointed out that the Central Area Plan has as a long term goal the removal of shipping and navigation to be replaced by waterfront recreation. CAPIC should not contradict this goal of the Plan.
15. Art Lomax said that CAPIC is concerned the waterfront not be turned into another Toronto Harbourfront, and as such, CAPIC should be strict in its wording, so as not to support the idea of condominium development.
16. Mark Hornell read a draft letter that would be CAPIC's response to the Hamilton Harbour Commissioners' letter. Addressed to Alex Gerogieff, the letter concurs with the City's response as outlined by Caroline Floroff.
17. David Godley said CAPIC should leave open the possibility of a meeting with the Hamilton Harbour Commissioners.
18. Gil Simmons noted her reluctance to engage in face-to-face meetings with the Hamilton Harbour Commissioners and queried the status of the 1978 Port Master Plan.
19. Mark Hornell reported that Chuck Townsley informed him in a telephone conversation that the 1978 Port Master Plan was rescinded several years ago. He was unaware of any replacement policies.

20. Gil Simmons said that CAPIC needs formal written confirmation of the current policy structure the Hamilton Harbour Commission has for the harbour and waterfront lands.
21. Alderman Christopherson said that CAPIC could meet with the Hamilton Harbour Commissioners as part of any meeting John Gartner may deem necessary.
22. John Eyles said the policy question raised by Gil Simmons should be incorporated into CAPIC's letter to Alex Georgieff.
23. Bill Lambert said that it is important to keep open the doors to discussion.
24. John Eyles said the phrase, "reasonable basis" in the letter read by Mark Hornell should be toned down and made less aggressive.
25. Caroline Floroff pointed out that the Hamilton Harbour Commissioners are in no way bound by City policy as they receive their mandate from superior, federal statute; they can ignore Official Plan Amendment No. 66 entirely.
26. Alderman Christopherson summarized the various comments made and instructed staff to prepare a draft letter to Alex Georgieff and confer with Charles Forsyth on the final wording. **(ACTION - MARK HORNELL)**

CENTRAL AREA PLAN IMPLEMENTATION STRATEGY

27. Mark Hornell gave a brief presentation that explained how the implementation schedules were prepared and the purpose they were to serve as working schedules for the Committee. Mark introduced the Committee to the sample monitoring schedule he is in the process of preparing, and said that he intends to provide as much current status information as possible on the schedules, to enable CAPIC to begin identifying actions and policies requiring further attention.
28. Russell Elman echoed other members in commenting favourably on the work and endorsing the general direction proposed.
29. Bill Lambert said that it is important to ensure co-operation with other agencies and departments as CAPIC goes about its process of monitoring and implementation. Bill also said that the policy sources in the Central Area Plan should be cited on the implementation schedules.
30. John Robinson expressed concern that staff confer with other relevant departments during the monitoring stage.
31. Mark Hornell said that he intended to conduct face-to-face discussions with all relevant departments and agencies when going about determining the current status of initiatives.

32. Charles Forsyth suggested that the new schedules replace the old implementation strategy document.
33. Art Lomax remarked favourably on the implementation schedules, but cautioned against shredding the old document prematurely.
34. Alderman Christopherson summed up general discussion by instructing staff to prepare a list of source policy numbers as reference material to accompany the implementation schedules. **(ACTION - MARK HORNELL)**
35. John Eyles suggested a flow chart could be used to illustrate the implementation process.

CAPIC TERMS OF REFERENCE

36. David Godley reported on the meeting of the subcommittee (composed of Alderman Christopherson, Gil Simmons and Charles Forsyth) that discussed the CAPIC Terms of Reference, noting places where the subcommittee amended the previous draft.
37. Alderman Christopherson recommended the last bullet be changed to read, "recommended its incorporation".
38. David Godley suggested that, given the Central Area Plan's current status before the Region, the bullet should read, "in the process of incorporation".
39. Alderman Christopherson called a motion, moved by Charles Forsyth, seconded by Russell Elman, that the CAPIC Terms of Reference be amended and forwarded to the Planning and Development Committee. Carried.
ACTION - MARK HORNELL)

REPORTING STRATEGIES FOR CAPIC

40. Gloria DeSantis summarized the information needs of CAPIC as identified by a subcommittee comprised of herself, David Cohen, Russell Elman and Mark Hornell. The subcommittee discussed what CAPIC members must receive in their monthly packages, what must be reported to CAPIC through staff, and what should be kept on file as background material. Information needs include: trend data, reports on activities of other committees, development activity and project status reports. Specific suggestions include: assigning a Regional or City committee to each member for monitoring, having staff provide summaries of past minutes for major issues under discussion, organize a separate CAPIC filing system for membership access. Additional points included the issue of member input into agenda structuring and neighbourhood feedback on critical issues.

41. Gil Simmons asked whether the City has a master information file on computer.
42. Russell Elman said that CAPIC members could monitor trends and issues and give brief status reports to CAPIC and staff at the beginning of each meeting.
43. John Eyles indicated his support for what the subcommittee has done and expressed his preference for a centralized information system for CAPIC and the City as a whole.
44. Ann Stewart expressed agreement with Russell Elman's suggestion, but said a time limit needs to be set and that a map would be a good visual aid.
45. Gloria DeSantis suggested that each member could take responsibility for certain committee agendas and perhaps co-represent unrepresented neighbourhoods.
46. Charles Forsyth agreed that neighbourhood representation is important. Charles said that CAPIC's strength is in establishing linkages between separate disciplines and professions. Charles suggested that linkages can be indicated between different items on the CAPIC agenda. Charles agreed that there is a need for a data repository on urban affairs in the community.
47. Alderman Christopherson said CAPIC seems close to making connections between information needs and plan implementation, colour coding and clustering of agenda items. Alderman Christopherson said CAPIC needs a solid structure that permits it to work flexibly, and perhaps a subcommittee could work on the issue of the agenda and information clustering.
48. David Godley said that for the next meeting, the agenda items will be colour coded. David also suggested that Helen Nemeth be asked to represent the Beasley Neighbourhood on CAPIC. David indicated that the City needs an information centre in City Hall or the new Regional Headquarters. **(ACTION - DAVID GODLEY)**
49. Russell Elman asked whether CAPIC should make a recommendation on an information centre. Russell also suggested that time be allocated at the end of the agenda for members to make suggestions for upcoming agendas.
50. Gloria DeSantis mentioned the idea of geographic information systems (G.I.S.).
51. Bill Lambert noted that the Region is undertaking a pilot G.I.S. study called the PARCIL project.

52. Gil Simmons said that these issues tie together with the issue of public participation. An information centre should provide an opportunity for everyone who wants to get the information they desire.
53. Alderman Christopherson pointed out that, as of April 1st, the Freedom of Information Act will apply to municipal Councils. He noted that this will change how information is stored, processed and distributed. The Alderman said that he is on a committee dealing with the issue of a municipal archive and information management as it relates to the Freedom of Information Act. Part of the committee's responsibility is to check the question of privacy infringement and what information can be made public and in what form.
54. Art Lomax commended the subcommittee on its work and suggested that CAPIC put the recommendations into effect as best able and have the subcommittee review the situation in June.
55. David Godley said that further work will be done for CAPIC for the next meeting, scheduled for McMaster in late April.
56. Alderman Christopherson suggested that staff could put the agenda together reflecting the reporting functions, perhaps with a time limit set for presentations and a map available. **(ACTION - MARK HORNELL)**
57. John Eyles suggested that twenty minutes be set aside for membership reporting.
58. Anne Stewart suggested a two-minute maximum for each speaker.

REGIONAL HEADQUARTERS PROJECT UPDATE

59. Mark Hornell gave a brief overview of the meeting of the Special Accommodations Committee held on March 15, and outlined the recommendations made by the Regional Solicitor before the Committee moved in camera. Mark said he would get copies of Ken Anderson's status report and circulate it to the members of CAPIC.
60. Alderman Christopherson related his understanding that the confidential matter was the issue of the Region's legal case before Cabinet.
61. Gil Simmons said that the appeal to Cabinet is over the O.M.B.'s decision not to hold a full hearing of the O.M.B. in this case.
62. Alderman Christopherson said that his understanding in light of conversation with Ken Anderson is that the Cabinet appeal takes in a greater range of issues and that Cabinet has the power to order a full O.M.B. hearing with full public participation. The Alderman suggested that John Sakala could give an overview of what information the Planning Department has on this proposal.

(Alderman Christopherson left the meeting and David Godley assumed the Chair.)

CAPIC MEETING AT MCMASTER UNIVERSITY

63. John Eyles indicated that he had been able to arrange a meeting for April 28, but wants further direction so that an agenda can be drawn up.
64. Art Lomax suggests that Charles Forsyth be consulted before the agenda be set as it was his idea to have the meeting there.
65. David Godley said the regular meeting will be held on April 28 at McMaster University. It will deal with information and will be a regular CAPIC meeting. David said that Mark Hornell will confere with John Eyles and Charles Forsyth on the agenda. (ACTION - MARK HORNELL)

OTHER BUSINESS

66. Ozzie Ferguson raised the issue of the proposed zoning change at 10 Herkimer Street and asked whether CAPIC was the appropriate forum to discuss the issue.
67. Gil Simmons said that more information is required on the proposal.
68. Mark Hornell said that a hearing will be held on the issue as notices to that effect have been circulated.
69. David Godley said that staff will notify CAPIC members of the time and place of the public meeting and that Mark will get back to Ozzie with further information. (ACTION - MARK HORNELL)
70. Anne Stewart raised the issue of the Stinson Street School which is situated just outside the Central Area. The school is one of the oldest in Hamilton, and is in need of repairs to bring it up to fire code standards. Anne Stewart supports spending additional money on a sprinkler system, rather than ripping out all the wood and having fire walls inserted. The historic interior could be saved by use of a sprinkler system. Anne asked CAPIC to assist in having the building declared a heritage structure by sending a letter to the School Board supporting such a proposal. Anne said that support is needed now because the School Board is setting budgets and the local Stinson community is not sufficiently organized to carry out an effective lobbying compaign. Anne noted that if the school is designated, an application can be made to the Ministry of Communications and Culture for a grant to cover part of the rehabilitation costs.

71. David Godley asked if this issue falls under CAPIC's mandate, and if it is possible to send a letter of support.
72. Russell Elman asked whether students from the Central Area attend the Stinson School.
73. Anne Stewart said that children from all over the City attend the special education program at Stinson School.
74. Bruce Rankin, in response to general discussion on the question of designation, said that designation allows the School Board to approach the Province to get funding that may permit sprinkler installation.
75. Art Lomax raised an objection to the idea, saying that CAPIC could weaken its position by acting beyond its mandate, which is the Central Area. Art noted that it is not the responsibility of CAPIC to protect the heritage resources of the City as a whole. Art suggested that Alderman Christopherson and Charles Forsyth should be present before a decision is made. CAPIC should not be seen as a group that dabbles outside its mandate.
76. Gil Simmons made a motion that whereas the Stinson Street School serves residents of the Central Area, and is situated near the border of the Central Area, and whereas the Central Area promotes the preservation of buildings and areas of historic and architectural significance, that CAPIC endorses the restoration and rehabilitation of the Stinson Street School, and will send a letter for the School Board to that effect.
77. Gloria DeSantis seconded the motion.
78. Art Lomax said that CAPIC should talk over the matter with the Chairperson and Vice-Chairperson before sending out the letter, as CAPIC's terms of reference limit activities to the Central Area.
79. David Godley called the question:

FOR - Russell Elman, Bruce Rankin,, Anne Stewart, Gil Simmons,
Gloria DeSantis, Ozzie Ferguson;

OPPOSED - Art Lomax.

(ACTION - MARK HORNELL)

THISTLE CLUB STATUS REPORT

80. John Sakala gave an overview of the proposed Thistle Club residential development project. John noted that the plans he has were submitted prior to the zoning application and that new plans will be forthcoming in conformity with the zoning decision, as part of the application for site plan approval.

80. (Cont'd)

John noted that the zoning by-law permits the construction of a ten-storey building with 110 retirement dwelling units, and an additional 162 residents in a residential care facility. John said that 110 parking spaces must be provided. John noticed that although Council has approved the rezoning, residents of the area and Durand Association have appealed the decision for the O.M.B., who will hear the case on April 10.

NEXT MEETING

81. The next meeting is scheduled for 9:00 a.m., Friday, April 28, 1989 at McMaster University. The following meeting will be on Friday, May 19, 1989.

ADJOURNMENT

82. The meeting was adjourned at 12:15 p.m.

MH:CS
0149P

IMPLEMENTATION SCHEDULE - CENTRAL AREA PLAN POLICY STATEMENT CROSS REFERENCE LIST

The statements displayed on the implementation schedules are derived from three sites of origin in the Central Area Plan (1988) text. The first, labelled "manifest goals", are found on pages 11 and 12 of the Plan. The second, termed "implicit goals", are found in the introductory paragraphs to the policy subsections and are identified with the appropriate subsection number. Finally, there are those statements taken from policies themselves and are identified by the corresponding policy number(s).

The sites of origin for statements contained in the implementation schedules are presented under the headings: Form, Use, Movement, Economy, and Health. The policy cross references are presented below in the order of their appearance on the implementation schedules.

FORM

Goal 1: manifest goal 8. policies 4.3.3; 4.6.1; 4.6.11.

Other statements: 4.9.3.8; 4.5.3; 4.5.6; 4.6.2; 4.6.3; 4.6.4.

Goal 2: manifest goal 8. policy 4.8.13.

Other statements: 4.1.11; 4.5.6; 4.5.2.; 4.9.1.8; 4.9.1.9; 4.6.5; 4.6.7; 4.6.6; 4.8.11;

Goal 3: manifest goal 7.

Other statements: 4.1.1.; 4.1.6; 4.10.1; 4.4.3; 4.4.10; 4.9.1.15; 4.7.1.2; 4.7.4.2; 4.9.3.7; 4.9.1.15; 4.9.1.2; 4.9.1.5; 4.9.1.11; 4.9.1.13; 4.9.2.8; 4.9.1.4; 4.9.1.14; 4.10.3; 4.9.3.6; 4.9.3.5; 4.8.2.

Goal 5: 4.4.10; 4.9.1.3.

Other statements: 4.9.1.13; 4.9.2.2; 4.9.2.6; 4.9.2.8; 4.9.1.8; 4.9.1.9.

Goal 6: 4.9.1.4.

Other statements: 4.9.1.7; 4.9.3.3; 4.8.14; 4.9.1.13; 4.9.3.1; 4.9.1.8; 4.9.1.9; 4.9.1.4; 4.9.1.10.

Goal 7: 4.9.1.6.

Other statements: 4.9.1.13; 4.9.2.6; 4.9.2.8; 4.9.3.2; 4.9.2.8; 4.9.2.10;
4.10.1.

Goal 8: 4.7.1.6;4.9.2.1.

Other statements: 4.7.1.4; 4.7.1.6; 4.5.6; 4.9.2.3; 4.9.2.2; 4.9.2.5; 4.9.2.6;
4.9.2.8; 4.9.2.9; 4.9.2.7; 4.9.2.11.

USE

Goal 1: manifest goal 4; 5.

Other statements: 4.1.7; 4.9.2.8; 4.2.1; 4.2.3; 4.3.1; 4.3.2; 4.7.1.1; 4.7.3.2;
4.10.1.

Goal 2: 4.1.4.

Other statements: 4.2.2; 4.1.12; 4.5.2; 4.6.2.

Goal 3: 4.1.12.

Other statements: 4.1.12.

Goal 4: 4.4.8.

Other statements: 4.4.7; 4.4.9; 4.7.3.2; 4.1.8; 4.9.2.7.

Goal 5: 4.7.1.1.

Other statements: 4.7.3.1; 4.5.3; 4.8.11; 4.6.6; 4.8.12; 4.8.13; 4.5.6; 4.5.2;
4.6.2; 4.6.4; 4.6.5; 4.7.4.1; 4.7.5.4.

Goal 6: 4.7.2.2.

Other statements: 4.7.11; 4.7.2.1; 4.7.1.5; 4.7.2.1; 4.7.1.1.

Goal 7: implicit goal 4.4.

Other statements: 4.4.12; 4.7.1.5; 4.9.2.7; 4.4.2; 4.4.3; 4.7.1.3; 4.5.6; 4.4.4;
4.10.2; 4.4.1; 4.4.5; 4.9.1.11.

MOVEMENT

Goal 1: 4.4.6; 4.8.5.

Other statements: 4.4.6; 4.8.4; 4.8.5; 4.8.3; 4.8.6; 4.8.7; 4.8.8; 4.8.9;
4.8.10; 4.8.6; 4.8.11; 4.8.12; 4.8.13; 4.8.1.

Goal 2: 4.8.14.

Other statements: 4.8.16; 4.8.17; 4.8.15; 4.8.14.

ECONOMY

Goal 1: 4.1.5.

Other statements: 4.1.2; 4.2.4; 4.1.3; 4.1.4; 4.2.2; 4.1.12; 4.7.5.2; 4.7.5.1;
4.7.5.3; 4.7.3.3; 4.6.2.

Goal 2: 4.1.9.

Other statements: 4.1.10; 4.1.9; 4.8.19.

HEALTH

4.10.4; 4.7.5.5; 4.10.1.

MEH

INFORMATION NEEDS OF CAPIC

(April 5, 1989)

Questions that CAPIC should answer in order to finalize the "information needs" outline.

1. Does the March 7th draft outline meet CAPIC's expectations? There will be some minor modifications based on feedback from members on March 17th and April 28th. If there are missing pieces we should identify them now.
2. Should each of us monitor one city or regional committee agenda and report relevant goings-on at CAPIC meetings?
3. Should staff monitor and note agenda items as they arise during meetings and summarize these at the end of the meeting? (So that an agenda outline for the subsequent meeting can be set at that point with feedback from CAPIC members.)
4. How should CAPIC ensure feedback on critical issues from the neighbourhoods that comprise the Central Area? Should CAPIC have representation from all the neighbourhoods at CAPIC meetings? Or, should CAPIC develop a "buddy" system with these neighbourhoods?
5. How does CAPIC want to monitor and evaluate this new "system" to see if it is making the process more efficient, etc.?

Discussed by sub-committee: Gloria DeSantis, David Cohen, Russell ^{on} Hornell

The following is an overview of the major points discussed at the March 7th meeting. The underlying theme of the meeting was that CAPIC members should become more active in deciding what CAPIC needs to better facilitate decision making.

A. WHAT KIND OF INFORMATION DOES CAPIC NEED?

1. What material must individual members receive in their monthly packages that is straight from the source? This includes data on trends in the Central Area; this will fulfill the monitoring function noted in the Terms of Reference. It also includes written reports on various major projects occurring in the Central Area. The monthly CAPIC meetings should also include very brief verbal presentations on various city and regional committee activities.

2. What must be reported to CAPIC through staff?

This includes one page "Status Reports" on projects that CAPIC has already discussed as well as upcoming projects. It also includes verbal updates (using a large map) on demonstrations, zoning applications etc. presented in the context of the Central Area Plan.

3. What should be kept on file at the city planning department as background material for CAPIC members to follow-up on their own?

This includes all the major background reports that are completed as part of any major study.

B. WHO SHOULD PROVIDE THE INFORMATION

- Staff receive material from the source to include in monthly mail-out to CAPIC.

→ 1 minute per member

- Perhaps each CAPIC member should take one city or regional committee, monitor their agendas and provide a very brief update to CAPIC monthly. Other, through-
the-grapevine information from CAPIC members may also be important on a monthly basis (e.g., an update function).

- Staff will complete the Status Reports. ^{And} CAPIC has already spent a great deal of time discussing a particular project (e.g., Perimeter Road) staff should provide a summary of the minutes on that topic so that CAPIC does not start the process all over again, instead CAPIC should pick up where it left off.

- Staff collect and organize information for the filing system so it is easily accessible to interested CAPIC members.

- Individual CAPIC members should also contribute reports and other material that they have found that they believe other CAPIC members should see.

* Examples of these committees include Planning and Development, Culture and Recreation, Engineering, Transportation, Finance and Committee of Adjustment. Other sources include Building Department, Land Registry Office and the Board of Education. CAPIC should probably choose those most pertinent to the Central Area and monitor them.

The sub-committee also discussed the need for CAPIC members to have more input into the agendas at each meeting. Ideally, at the end of each CAPIC meeting when the date for the next meeting is being discussed, CAPIC members should suggest agenda items.

The outstanding issue is, how does CAPIC ensure feedback on critical issues from the neighbourhoods that comprise the Central Area? CAPIC should understand the implications of its decisions on the citizens of the Central Area. Should CAPIC be actively encouraging feedback from neighbourhoods? Should we have a "buddy" system?

What about
Beasley +
Central
neighbourhoods
?

CENTRAL AREA: DEVELOPMENT STATUS REPORT

DATE: MARCH 28, 1989

LOCATION: 565 JAMES STREET N. (NORTH END WEST)

EXISTING ZONING: "D" (URBAN PROTECTED RESIDENTIAL)

EXISTING LAND USE:

PROPOSAL: (FILE PA89-33) TOWNHOUSES.

PLANNING IMPLICATIONS: NORTH END WEST NEIGHBOURHOOD PLAN
DESIGNATES THE SITE "LOW DENSITY APARTMENT."

STATUS: RECEIVED AND CIRCULATED FOR COMMENT.

CENTRAL AREA: DEVELOPMENT STATUS REPORT

DATE: MARCH 21, 1989.

LOCATION: 99 DUKE STREET, 191 BAY STREET (FURANT).

EXISTING ZONING: "E-3" (HIGH DENSITY MULTIPLE DWELLING)

EXISTING LAND USE: FOURPLEX.

PROPOSAL: (FILE DA89-31) PROFESSIONAL OFFICE CONVERSION.

PLANNING IMPLICATIONS:

STATUS: RECEIVED AND CIRCULATED FOR COMMENTS.

CENTRAL AREA: DEVELOPMENT STATUS REPORT

DATE: JAN 6 / 89.

LOCATION: 67 CAROLINE STREET / 156 JACKSON STREET (MURAND).

EXISTING ZONING: "H-1" (CNIC CENTRE PROTECTED)

EXISTING LAND USE: VACANT LAND.

PROPOSAL: (FILE PA 89-04) 21 STOREY APARTMENT BUILDING WITH 96 UNITS.

PLANNING IMPLICATIONS: COMPLIES WITH APPROVED NEIGHBOURHOOD PLAN.

STATUS: MAR. 87 - ZONING BY-LAW PASSED.
APRIL 89 - DEPARTMENTAL COMMENTS CONVEYED TO APPLICANT. (ISSUES ARE SETBACKS, PARKING, ACCESS, CONFIGURATION).

CENTRAL AREA: DEVELOPMENT STATUS REPORT

DATE: JAN 4, 1989.

LOCATION: 81-01 CANNON STREET W. (CENTRAL).

EXISTING ZONING: "H" (COMMUNITY SHOPPING AND COMMERCIAL)
AMENDED.

EXISTING LAND USE: VACANT (OLD SPICE FACTORY BUILDING).

PROPOSAL: (FILE DA 89-03) 28 UNIT RESIDENTIAL CONDO.
MINOR VARIANCE REQUIRED FOR RELIEF FROM RADIAL
SEPARATION AND LOADING REQUIREMENTS.

PLANNING IMPLICATIONS: COMPLIES WITH APPROVED NEIGHBOURHOOD PLAN
AND C.A.P.

STATUS: APRIL 3/89 - P+D. COMMITTEE APPROVES
SUBJECT TO MINOR VARIANCE.

CENTRAL AREA: DEVELOPMENT STATUS REPORT

DATE: FEBRUARY 21, 1989.

LOCATION: 469 BAY STREET NORTH

EXISTING ZONING: "D" (URBAN PROTECTED RESIDENTIAL).

EXISTING LAND USE:

PROPOSAL: (FILE ZA 89-18) RESIDENCE AND SAILMAKING BUSINESS IN A HERITAGE BUILDING THAT WAS ORIGINALLY A SAIL LOFT AND SAILMAKING BUSINESS.

PLANNING IMPLICATIONS: COMPLY WITH APPROVED NEIGHBOURHOOD PLAN.

STATUS: RECEIVED AND CIRCULATED.

CENTRAL AREA: DEVELOPMENT STATUS REPORT

DATE: JAN 16, 1989

LOCATION: 10 HERKIMER STREET (DURAND)

EXISTING ZONING: "E-1" (MULTIPLE DWELLINGS, LODGES, CLUBS,

EXISTING LAND USE: RESIDENTIAL CARE FACILITY

PROPOSAL: (FILE ZA 89-05) EXPANSION REQUIRING DEMOLITION OF HERITAGE BUILDING AND CONSTRUCTION OF A 4 STOREY BUILDING ATTACHED TO FACILITY IN REAR.

PLANNING IMPLICATIONS: COMPLIES WITH APPROVED NEIGHBOURHOOD PLAN..
CONFLICT IN MEETING POLICIES OF C.A.P. FOR HOUSING AND
NEIGHBOURHOOD AND HERITAGE PRESERVATION.

STATUS: MARCH 29 /89 P+D COMMITTEE DENIES
APPLICATION.

CENTRAL AREA: DEVELOPMENT STATUS REPORT

DATE:

LOCATION: 55 QUEEN STREET NORTH (STRATHCONA).

EXISTING ZONING: "J" (LIGHT AND LIMITED HEAVY INDUSTRY, ETC.).

EXISTING LAND USE: 3 STOREY OFFICE BUILDING AND 1 1/2 STOREY WAREHOUSE.

PROPOSAL: (FILE ZA89-04) REZONE TO "CR-2" (COMMERCIAL-RESIDENTIAL) TO PERMIT A 15 STOREY APT. BUILDING, 268 UNITS, 2 STOREY RETAIL BUILDING, 3 STOREY OFFICE BUILDING.

PLANNING IMPLICATIONS: DOES NOT COMPLY WITH NEIGHBOURHOOD PLAN. (DESIGNATED MEDIUM DENSITY APT'S.) REQUIRES AMENDMENT TO "COMMERCIAL + APT'S".

STATUS: APRIL 12/89 - P+D COMMITTEE TABLE PROPOSAL UNTIL A PUBLIC MEETING CAN BE HELD.

CENTRAL AREA: DEVELOPMENT STATUS REPORT

DATE:

LOCATION: 85 ROBINSON STREET (PURAND NEIGHBORHOOD)

EXISTING ZONING: "E" (MULTIPLE DWELLINGS, LODGES, CLUBS, ETC.)

EXISTING LAND USE: PRIVATE SPORT CLUB.

PROPOSAL: (FILE DA88-39) MULTIPLE DWELLING PROJECT FOR RETIRED PEOPLE - THISTLE CLUB.

PLANNING IMPLICATIONS:

STATUS: APRIL 1989 - OBJECTIONS TO PROPOSAL WITHDRAWN FROM BEFORE O.M.B. NEW SITE PLAN AWAITED.

CENTRAL AREA: DEVELOPMENT STATUS REPORT

DATE: JAN 11, 1988

LOCATION: 255 YORK BLVD. (CENTRAL NEIGHBOURHOOD)

EXISTING ZONING: "H" (COMMUNITY SHOPPING AND COMMERCIAL)

EXISTING LAND USE: COMMERCIAL BUILDING.

PROPOSAL: (FILE: DA: 88-04) GAS BAR AND BUILDING.

PLANNING IMPLICATIONS: COMPLIES WITH APPROVED NEIGHBOURHOOD PLAN.

STATUS: - MARCH 17, 1988 - STAFF REPORT TO P+D COMMITTEE
RECOMMENDS APPROVAL SUBJECT TO MINOR SITE PLAN
CHANGES.

- MARCH 18, 1988 - P+D GIVES APPROVAL.
- APRIL 4, 1989 - DEVELOPER CONSIDERING CHANGES TO
PROPOSAL.

CENTRAL AREA: DEVELOPMENT STATUS REPORT

DATE:

LOCATION: 263, 265, 267, 269, 271, 279 BAY STREET N
107 STUART STREET; 36 TIFFANY ST. (CENTRAL NEIGH.)

EXISTING ZONING: "K" (HEAVY INDUSTRY)

EXISTING LAND USE: AUTOMOBILE SCRAP YARD.

PROPOSAL: (FILE ZA 88-98) TIFFANY BLOCK HOUSING PROJECT.
REQUIRING REZONING TO "E" (MULTIPLE DWELLINGS, LODGES,
CLUBS, ETC.)

PLANNING IMPLICATIONS: TIFFANY BLOCK NEIGHBOURHOOD PLAN
AMENDMENT STUDY REQUIRED. PERIMETER ROAD ALIGNMENT
ISSUE.

STATUS: - DEC. 16/88 - APPLICATION HELD IN ABeyANCE PENDING
OUTCOME OF NEIGHBOURHOOD PLAN STUDY.
- DEC. 19/88 - ENGINEERING DEPT. RECOMMENDS
PLAN BE HELD IN ABeyANCE UNTIL PERIMETER
ROAD ALIGNMENT DETERMINED.

CENTRAL AREA: DEVELOPMENT STATUS REPORT

DATE:

LOCATION: 204-214 HESS STREET N. (CENTRAL NEIGHBOURHOOD)

EXISTING ZONING: "G-3" (PUBLIC PARKING LOTS)

EXISTING LAND USE: VACANT PARKING LOT

PROPOSAL: (FILE - ZA 88-97) REZONE TO "RT-3" (STREET TOWNHOUSE) TO PERMIT CONSTRUCTION OF 6 TOWNHOUSES.

PLANNING IMPLICATIONS:

STATUS: FEB. 8/89 STAFF RECOMMEND APPROVAL
FEB 15/89 PUBLIC MEETING
FEB 28/89 APPROVED BY COUNCIL.

CENTRAL AREA: DEVELOPMENT STATUS REPORT

DATE:

LOCATION: 132 JACKSON STREET EAST (CORKTOWN)

EXISTING ZONING: "L-MR-2" (PLANNED DEVELOPMENT - MULTIPLE RESIDENTIAL)

EXISTING LAND USE: SINGLE FAMILY DWELLING.

PROPOSAL: (FILE ZA 88-11) COMMERCIAL CONVERSION TO PROFESSIONAL OFFICES REQUIRING "E-1" (MULTIPLE DWELLINGS, LODGES, CLUBS, ETC.).

PLANNING IMPLICATIONS: CORKTOWN NEIGHBOURHOOD PLAN REQUIRES AMENDMENT FROM "MEDIUM DENSITY APT." TO "COMMERCIAL - APT'S".

STATUS: APPLICANT FAILED TO POST SITE WITH A SIGN, FILE CLOSED.

CENTRAL AREA: DEVELOPMENT STATUS REPORT

DATE:

LOCATION: 20 JARVIS STREET (BEAFLEY NEIGHBOURHOOD)

EXISTING ZONING: "CR-3" (COMMERCIAL-RESIDENTIAL)

EXISTING LAND USE: VACANT LOT

PROPOSAL: (FILE - DA 87-122) 9 STOREY APARTMENT BUILDING
WITH 57 UNITS.

PLANNING IMPLICATIONS: COMPLIES WITH APPROVED NEIGHBOURHOOD
PLAN.

STATUS: MAY 20/88 - STAFF RECOMMEND APPROVAL.
MAY 30/88 - APPROVED BY P+D COMMITTEE
OCT /88 - APPLICANT REQUESTS RELIEF FROM
SEWER + WATER FEES.

CENTRAL AREA: DEVELOPMENT STATUS REPORT

DATE:

LOCATION: 174-214 FORREST AVE. + 58' AURORA AVE. (CORKTOWN).

EXISTING ZONING: "D" (URBAN PROTECTED RESIDENTIAL)
"J" (LIGHT AND LIMITED HEAVY INDUSTRY, ETC.).

EXISTING LAND USE:

PROPOSAL: (2A87-32) CORKTOWN CO-OPERATIVE HOMES, 4-STORY,
51 UNITS, PARKING FOR 45 CARS. REZONE TO "DE-3" (MULTIPLE
DWELLINGS).

PLANNING IMPLICATIONS: COMPLIES WITH APPROVED NEIGHBOURHOOD
PLAN.

STATUS: APRIL 22/87 - STAFF RECOMMEND APPROVAL.
APRIL 29/87 - PUBLIC MEETING SCHEDULED (TABLED).
MAY 20/87 - PUBLIC MEETING.
MAY 26/87 - APPROVED BY COUNCIL.
DEC. 10/87 - APPEAL TO O.M.B. DISMISSED.
MAY 20/87 - SITE PLANS APPROVED (FILE DA87-11).

CENTRAL AREA: DEVELOPMENT STATUS REPORT

DATE:

LOCATION: 80 JOHN STREET NORTH (BEASLEY NEIGHBOURHOOD)

EXISTING ZONING: "J" (LIGHT AND LIMITED HEAVY INDUSTRIAL)

EXISTING LAND USE: PARKING LOT - VACANT.

PROPOSAL: (FILE - ZA: 86-101) REZONE TO "CR-3" (COMMERCIAL - RESIDENTIAL) FOR A FUTURE COMMERCIAL/RESIDENTIAL DEVELOPMENT.

PLANNING IMPLICATIONS: AMENDMENTS TO BEASLEY NEIGHBOURHOOD PLAN TO RE-DESIGNATE SITE "COMMERCIAL - APARTMENT."
- REVISED 1977

STATUS:

JAN 5/87 - STAFF RECOMMEND APPROVAL.

JAN 14/87 - PUBLIC MEETING.

JAN 27/87 - ADOPTED BY COUNCIL.

MAR. 31/87 - BY-LAW COMES INTO EFFECT.

CENTRAL AREA: DEVELOPMENT STATUS REPORT

DATE:

LOCATION: N.E. CORNER JACKSON ST. W AND CARLINE AVE. S.
(DURAND).

EXISTING ZONING: "H-I" (CIVIC CENTRE PROTECTED)

EXISTING LAND USE: VACANT LAND - PARKING LOT.

PROPOSAL: (FILE ZA 86-100) "H-I" MODIFIED TO PERMIT 22
STOREY, 100 UNIT CONDOMINIUM WITH UNDERGROUND PARKING.
NO COMMERCIAL.

PLANNING IMPLICATIONS: COMPLIES WITH APPROVED NEIGHBOURHOOD PLAN.

STATUS: JAN 14/87 - PUBLIC MEETING.
JAN 27/87 - ADOPTED BY COUNCIL.
MAR. 10/87 - BY-LAW COMES INTO EFFECT.

CENTRAL AREA: DEVELOPMENT STATUS REPORT

DATE:

LOCATION: 174 MAIN STREET WEST (CENTRAL)

EXISTING ZONING: "H-1" (CIVIC CENTRE PROTECTED)

EXISTING LAND USE: 3 STOREY APARTMENT (25 UNITS)

PROPOSAL: (FILE ZA86-75) SEEKING MODIFIED "H-1" TO PERMIT GROUND FLOOR COMMERCIAL AND 18 STOREY APT. - CONDO (240 UNITS).

PLANNING IMPLICATIONS: COMPLIES WITH NEIGHBOURHOOD PLAN.

STATUS: - JAN 14/87 PUBLIC MEETING
- JAN 27/87 ADOPTED BY COUNCIL.
- MAR. 31/87 BY-LAW TAKES EFFECT.



CENTRAL AREA PLAN IMPLEMENTATION COMMITTEE

CITY HALL, 71 MAIN STREET WEST, HAMILTON, ONTARIO, L8N 3T4

TENTATIVE AGENDA

Friday, May 18, 1989

9:00 a.m.

City Hall

Room 233

Confirmed Items

1. Regional Planning Perspectives - Presentation by John Gartner.
2. Transportation Planning Issues - Presentation by Ted Gill.

MH:CS
0149P

TENTATIVE CENTRAL AREA PLAN
IMPLEMENTATION COMMITTEE PROGRAM 1989

MONTH	SUBJECT	
February 17	Terms of Reference/Implementation Strategy	Information
March 17	Implementation Strategy	"
April 21	Transportation Strategy	"
May 19	Perimeter Road	"
June 16	Perimeter Road Truck Routes	"
July		"
August		"
September 15	Central Business District Study	"
October 20	Perimeter Road	"
November 17	Affordable Housing	"
December 15	Central Business District Study	"
January 19	Housing Policies	"



CENTRAL AREA PLAN IMPLEMENTATION COMMITTEE

CITY HALL, 71 MAIN STREET WEST, HAMILTON, ONTARIO, L8N 3T4


NOTICE OF MEETING

Friday, May 19, 1989

9:00 a.m.

City Hall

Room 233


Mark Horne, Secretary
(526-4148)

HAMILTON PUBLIC LIBRARY
MAY 19 1989
GOVERNMENT DOCUMENTS

AGENDA

1. Vice-Chairperson's Remarks - Charles Forsyth.
2. Members' Reports (two minutes maximum).
3. Minutes of meeting held March 17, 1989 (attached).
4. Matters arising from the Minutes (attached).
5. Regional Planning Perspectives. Presentation by John A. Gartner.
(FOR INFORMATION AND DISCUSSION).
6. Regional Transportation Planning Issues. Presentation by Ted Gill.
(FOR INFORMATION AND DISCUSSION).
7. Proposed parking facility at James Street South and Hunter Street
(FOR DISCUSSION AND ACTION).
8. Monitoring of Committee Agendas. Presentation by Gloria DeSantis.
(FOR DISCUSSION AND ACTION).
9. Information Needs and Issues - Draft Memorandum to Planning and
Development Committee (FOR DISCUSSION AND ACTION).
10. Proposed Field trip to Buffalo, New York (attached). Presentation
by David Cohen (FOR DISCUSSION).
11. Information and Other Business.
12. Agenda and time for next meeting.

Colour Key

Use -	Blue
Form -	Buff
Movement -	Green
Economy/Health -	Pink
Implementation/Administration/Other -	White

CENTRAL AREA PLAN IMPLEMENTATION COMMITTEE

CITY HALL, 71 MAIN STREET WEST, HAMILTON, ONTARIO, L8N 3T4

MINUTES

CENTRAL AREA PLAN IMPLEMENTATION COMMITTEE

McMaster University

Burke Science Building, Room 342

Friday, May 26, 1989

MEMBERS ATTENDING

Charles Forsyth - Vice-Chairman
Arthur Lomax - Hamilton Automobile Club
Helen Nemeth - Beasley Neighbourhood
Diane Brown - Hamilton and District Chamber of Commerce
Gabriel Etele - Downtown BIA
Mark Boyak - Hamilton Real Estate Board
Ann Stewart - Hamilton Board of Education
John Eyles - McMaster University
Gloria DeSantis - Social Planning and Research Council
Russell Elman - Durand Neighbourhood Association
Kay Nolan - Separate School Board

REGRETS

Ozzie Ferguson - United Senior Citizens of Ontario
Sylvia Renshaw - Economic Development Department
Gil Simmons - North End
Alderman Christopherson
David Cohen - Corktown/Stinson

STAFF

David Godley - CAPIC Co-ordinator - Local Planning
Mark Hornell - CAPIC Secretary - Local Planning
Julie Bergshoeff - Regional Planning
Dale Blacklock - Local Planning
Brett Salmon - Local Planning

GUEST

Rosalind Minaji

VICE-CHAIRMAN'S REMARKS

1. Charles Forsyth called the meeting to order and welcomed everyone to McMaster University. Charles noted that this was his first time chairing CAPIC and asked everyone to introduce themselves as there were two new members present. Charles welcomed Diane Brown representing the Chamber of Commerce and Helen Nemeth, representing the Beasley Neighbourhood to CAPIC.

MEMBERS REPORTS

2. Charles Forsyth went round the table and asked if the membership had any news to report.
3. Gloria DeSantis said that new social data from the 1986 census for the Central Area is available and distributed the information to CAPIC.
4. Russell Elman reported that the Durand Neighbourhood Association is working with the owners of 10 Herkimer Street on a redesign of his proposal. Russell also noted that the next Durand meeting on June 12 will focus on neighbourhood traffic.
5. Mark Boyak asked after the status of the High Density Study.
6. David Godley said that it has been referred back and subsequently very little has been done.

David said that he is attempting to get Provincial funding for work coming out of the High Density Study. David noted that a shortage of staff makes it difficult to implement the 40+ recommendations of the High Density Study.

7. Gabriel Etele asked for an update on the Thistle Club.
8. Russell Elman reported that the Durand Association's objections were withdrawn upon receiving written guarantees for additional parking and some design changes. The project has now received zoning approval since no more objections remain. Russell requested that staff circulate copies of the site plan to the Durand Association when it comes in.
(ACTION - MARK HORNEILL)
9. Ann Stewart reported that the Board of Education voted to give historical designation to the Stinson School. Ann thanked CAPIC for its letter of support.
10. Charles Forsyth reported that First Place is continuing to work on a project behind the church on Main Street that is proposed to have 90 units with day care. Charles noted that the Corktown Co-op is near completion and should be fully occupied by early June. Charles also noted the completion of the Corktown Park and the 81 unit Centregate condominiums under construction at the corner of Hunter Street and Ferguson Street.

MATTERS OF MARCH 17, 1989 MEETING

11. Gabriel Etele noted that his name should be placed on the regrets list for the March 17 meeting.
12. Moved by Ann Stewart, seconded by Gloria DeSantis, that the minutes be adopted as amended. CARRIED

MATTERS ARISING FROM THE MINUTES

13. Mark Hornell introduced the Central Area Plan, Implementation Schedule policy statement cross reference list.

McMASTER UNIVERSITY RESOURCES AND CAPIC

14. John Eyles gave a brief presentation on the resources of McMaster University that may be of value to CAPIC. John said that there is very little information available in the library and very little active research directly relevant to CAPIC's needs. John noted Mike Webster, formerly of the Geography Department, had been looking at economic change in Hamilton and that some people in history had done some work on Hamilton. John pointed out that it is the nature of the academic enterprise that scholars follow individual projects and that conceptual work be more highly rewarded than historical - analytical work. The problem is to find an academician and a student equally interested in a particular project of relevance to CAPIC.
15. Charles Forsyth asked about the future of the Urban Documentation Centre.
16. John Eyles said the Centre is closing and its records will be sorted and consolidated with the Mills Library collection. John suggested that the City could request that documents of relevance to Hamilton be set aside in a special Hamilton collection.
17. Russell Elman noted that the Hamilton Public Library is interested in acquiring files from neighbourhood groups for its special collections.
18. John Eyles suggested that a representative from the PARCIL project be invited to give a presentation on the project to CAPIC.
(ACTION: MARK HORNEILL)
19. Mark Boyak noted that City planning publications lists are not kept up to date; unless one has special knowledge, there is no way a member of the public can find out if a new publication is available. An update should be circulated.
(ACTION: MARK HORNEILL)
20. Charles Forsyth summarized the members comments on the necessity of storing, catalogueing and retrieving information relevant to the Central Area and the City as a whole. He concluded that a memorandum, to the appropriate agencies and people, be drawn up and placed on the May 19 agenda for CAPIC's approval.
(ACTION: MARK HORNEILL)

REPORTING STRATEGIES FOR CAPIC

21. Gloria DeSantis introduced five questions that need to be addressed by CAPIC. General discussion ensued on the issue of monitoring Committee agendas.
22. Charles Forsyth summarized the discussion and requested that staff prepare a list of relevant committees for monitoring for the May 19 meeting. (ACTION - MARK HORNELL)
23. Discussion continued on the issue of neighbourhood representation. Helen Nemeth said that not many in Beasley are interested in participating. Charles Forsyth asked whether a representative for the Central Neighbourhood should be sought.
24. David Godley said that staff will check the Central file to see if there is a likely candidate. (ACTION - MARK HORNELL)

CENTRAL AREA DEVELOPMENT UPDATE

25. Mark Hornell presented an overview of recent development activity and possible development activity in the Central Area. General discussion took place on some specific details of projects summarized and presented.
26. Russell Elman suggested that the Hamilton Convention Centre - Sheraton Hotel +15 link should be extended to link more directly into Jackson Square.
27. David Godley suggested that this issue should be referred to the Downtown Action Plan Co-ordination Committee. (ACTION - MARK HORNELL)
28. The committee requested staff to find out why the 18 storey height limit was permitted to be exceeded in the case of DA-89-04. (ACTION - MARK HORNELL)
29. David Godley outlined the City Parking Authority proposal to use the property on the southeast corner of James Street South and Hunter Street for a parking facility related to the GO terminus.
30. Moved by Ann Stewart, recorded by Russell Elman, that a letter be sent to the Planning and Development Committee (copy to Hamilton Parking Authority) that states CAPIC's opposition to the proposed parking facility at the corner of James Street South and Hunter Street, on the grounds that it is inconsistent with the policies of the Central Area Plan and the City's previous position on GO transit. CARRIED. (ACTION - MARK HORNELL)

AGENDA AND TIME FOR NEXT MEETING

31. The next meeting is scheduled for 9:00 a.m., Friday, May 19, 1989 at City Hall, Room 233. Items to include on the agenda are presentations by Ted Gill and John Gartner, correspondence on the James South - Hunter parking matter, monitoring of committee agendas, and the memorandum to the Planning and Development Committee on information needs. Implementation priorities will be an item for the June 16 agenda.

ADJOURNMENT

32. The meeting was adjourned at 12:10 p.m.

M.H.:nd
W.P. DOC. 0149P

CENTRAL AREA PLAN IMPLEMENTATION COMMITTEE

CITY HALL, 71 MAIN STREET WEST, HAMILTON, ONTARIO, L8N 3T4

May 12, 1989

P5-4-7-9

MEMORANDUM

TO: John Sakala

FROM: David Godley

RE: Thistle Club - Revised Site Plan Application

At the March 17, 1989, regular meeting of CAPIC, Russell Elman reported that the Durand Neighbourhood Association withdrew its objections before the O.M.B. upon receiving written guarantees from the proponents for additional parking and design changes to the Thistle Club project.

Upon receipt of the revised site plan submission, could you please circulate a copy of the site plan to the Durand Neighbourhood Association or notify them that they may come in and view the revised site plan.

MH:CS
0149P



THE REGIONAL MUNICIPALITY OF HAMILTON-WENTWORTH

Planning and Development Department
71 Main Street West, Hamilton, Ontario L8N 3T4

May 12, 1989

Refer to File No. P5-4-7-9

Attention of

Your File No.

Mr. Stuart Roxborough
Project Manager
PARCIL Project

Dear Mr. Roxborough:

Re: Presentation to CAPIC on PARCIL

The Central Area Plan Implementation Committee (CAPIC) is a citizen's committee responsible for overseeing the implementation of Hamilton's Central Area Plan. One of CAPIC's functions is to monitor trends and developments in the Central Area. Problems with information organization, storage and retrieval have become apparent as CAPIC attempts to carry out its responsibilities.

CAPIC has discussed the issue of G.I.S. and would like a general briefing on the PARCIL Project, in particular, on the sort of information to be stored and how it can be retrieved and manipulated. CAPIC believes this technology will help it better carry out its function.

If possible, could you arrange to give a brief overview to PARCIL and answer questions from CAPIC members at the June 16, 1989, regular CAPIC meeting? The meeting will be held at 9:00 a.m. in City Hall, Room 233. Please call either myself (extension 4229) or Mark Hornell (extension 4148) if you need more information and to confirm your attendance.

Yours truly,

D. Godley
CAPIC Co-ordinator

MH:CS
0149P

CURRENT LIST OF PUBLICATIONS

1.	Albion Falls Neighbourhood Background Information Report, July 1983	-	\$ 3.00
2.	The Alpha Area: A Profile, July, 1979	-	\$ 3.00
3.	Alpha Relocation Survey, 1985	-	\$ 3.00
4.	Analysis for the Creighton Neighbourhood, Town of Dundas, 1981	-	\$ 3.00
5.	Background Information for the Central Area July, 1983	-	\$ 3.00
6.	Carpenter Neighbourhood Background Information, August, 1986	-	\$ 3.00
7.	Official Plan Amendment No. 66 - Central Area Plan	-	\$ 5.00
8.	City of Hamilton Commercial Market Analysis Upper James South Mountain Study	-	\$ 3.00
9.	City of Hamilton Heritage District Priorities, 1983	-	\$ 3.00
10.	City of Hamilton Official Plan	Picked-up - Mailed -	\$25.00 \$30.00
11.	Commercial Monitoring Study, November 1985	-	\$ 3.00
12.	Corktown Stinson O.N.I.P. - Neighbourhood Profile, March, 1987	-	\$ 3.00
13.	Crown Point East Neighbourhood Plan and Kenilworth Avenue Study February, 1979, January, 1980	-	\$ 3.00
14.	Durand Neighbourhood Background Information Report, May, 1985	-	\$ 3.00
15.	Durand Neighbourhood Plan, 1987 Update	-	\$ 3.00
16.	Falkirk East Background Information Report, 1984	-	\$ 3.00
17.	Falkirk East Neighbourhood Planning Policies, 1985	-	\$ 3.00
18.	Hamilton Beach Concept Plan, September, 1987	-	\$ 3.00
19.	Hamilton Sun and Wind, January, 1981	-	N/C
20.	High Density Residential Development Study, November, 1984 Background Report	-	\$ 3.00
21.	Homeside Neighbourhood Plan and Programme, November, 1980	-	\$ 3.00
22.	James Street North - A Heritage Conservation District Plan, 1984	-	\$ 3.00
23.	Keith Neighbourhood Plan Profile, August 1981	-	\$ 3.00
24.	Kennedy East & Kennedy West Neighbourhood Plan, December, 1985	-	\$ 3.00

25.	King Street East Heritage Information Sheet, 1984	-	N/C
26.	Market Customer Survey, June, 1988	-	\$ 3.00
27.	McAnulty Neighbourhood, A Profile, August, 1979	-	\$ 3.00
28.	McAnulty Neighbourhood Plan, September, 1979, September, 1983	-	\$ 3.00
29.	Mewburn Neighbourhood Plan - Background Information Report	-	\$ 3.00
30.	Municipal Non-Profit Housing 1984	-	\$ 3.00
31.	Neighbourhood Planning in Development Areas, October, 1977	-	N/C
32.	Neighbourhood Design in Undeveloped Areas, A Planning Concept October, 1975	-	\$ N/C
33.	Normanhurst Information, September, 1981	-	\$ 3.00
34.	North End Waterfront Secondary Plan, July, 1984	-	\$ 3.00
35.	Ontario Heritage Policy Review, July, 1987	-	\$ 3.00
36.	Park Expenditure Policies City of Hamilton, March 8, 1988	-	\$ 3.00
37.	Residential Enclaves, City of Hamilton, Clearance Proposals, November, 1980	-	\$ 3.00
38.	Residential Enclaves Clearance and Relocation, February, 1978	-	\$ 3.00
39.	Review of the Residential Enclaves, July, 1977	-	\$ 3.00
40.	Ryckmans Neighbourhood Plan, October, 1986	-	\$ 3.00
41.	Safety from Assault on Walkways, December, 1984	-	\$ 1.00
42.	St. Clair Heritage District Planning Study, 1985	-	\$ 3.00
43.	Streetscaping, 1984	-	N/C

April 1989

WP 0015P

we could raise
tomorrow

DAVID COHEN

March 14, 1989

Dear David: Have you been to Buffalo lately? If not, it's time you paid it a visit. We were there today. I must say I was impressed with the "trolley" service along Main St. Is this new? Do you know anything about it? The part of the system we saw, in the downtown, seems to me to be a model of what a public-transit oriented street should be. The stations, by the way, are superbly designed.

Why couldn't our own Main St. be turned into something along the same lines? Why don't you arrange for a CAPIC field trip to Buffalo? I might even reconsider my resignation and attend ~~it~~ such an outing.

D.

LIMITS TO GROWTH

Without a development plan, who can
tell when enough's enough?

By Michael Davison

The evidence is everywhere but you can see it most clearly in the residential areas. Strip malls reproducing like locusts. Farm fields yielding bumper crops of townhouses. Executive homes cloned on workman-sized lots.

Hamilton isn't just booming, it's booming BIG. As local developer Tony DeSantis notes, "You won't recognize Hamilton's downtown in 10 years."

There is a certain charity of citizenship that makes us want to applaud those responsible for creating and following through on a plan that results in our economic future looking brighter. It's like that George Peppard line in the deceased *A-Team* television series "I like it when a plan comes together." But was there, is there, a plan?

At city hall the answer is no. Oh, there were bits and pieces like the building of Coppins Coliseum or the downtown action plan which "revitalized" Gore Park but there was no plan. Back in '86 this anomaly did occur to Hamilton councillors and they eventually hired \$50,000 worth of expert help to come up with a "strategic plan." Things went a bit off track in May '87 when a controversy surfaced over a proposed secret city council meeting on the sun and fun-filled shores of Lake Simcoe. Things got even worse in December of that year when the consultant announced that council, among other things: tends to be reactive rather than proactive, has a small-town attitude tending to crisis management, has difficulty in coming to grips with issues, is lacking leadership, is short-sighted, lacks direction and a sense of purpose and is not clear thinking or businesslike. City councillors were publicly roasted last spring when a copy of the strategic plan's draft implementation scheme was leaked to the media.

Some of it—plans for maintaining and improving the local quality of life, repairing staff/council relations and better corporate planning—made good sense. Elements such as controlling the media and intruding into the jurisdiction of regional government made less sense. But when a controversial recommendation to end regional government and have Hamilton just take over the five other municipalities was at first secretly removed from the version of the report given to the aldermen and the public, and then was discovered as a result of the leak, well let's just say that city hall was not a pleasant place to be if you object to foul language. Looking back on the whole

episode, Ald. Terry Cooke concluded with the understatement that "our attempt at a strategic plan faltered very badly."

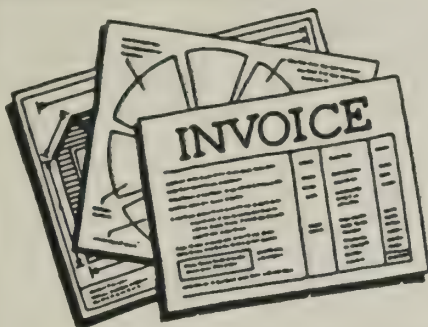
The city's chief administrative officer, Lou Sage, does not completely disagree. "Things got a little convoluted but I'm going to be bringing the strategic plan back through the co-ordinating committee. It forms a vision for Hamilton...a good place to work, a good place to live." Nonetheless, if a plan came together, it wasn't the city's.

Hamilton Mayor Bob Morrow defends the city by suggesting that there is such a thing as too much planning. The recent growth has all taken place "within the planning process. It's all highly managed. You can't expand a subdivision, for example, unless you have the sewers in and that takes years of planning. So everything is very much planned. You can draw the line at too much planning because then you start to hamper creativity, but we have the right balance."

While the city couldn't get one plan together, the Regional Municipality of Hamilton-Wentworth has a somewhat different problem—it couldn't bring its four different plans together. Simply put, the Official Plan, the Economic Strategy, the Pay-As-You-Go Policy and the Quality of Life Study were hopelessly contradictory. Four plans, eight directions. If documents could scratch each others' eyes out, these quads would have been at it with an unseemly passion.

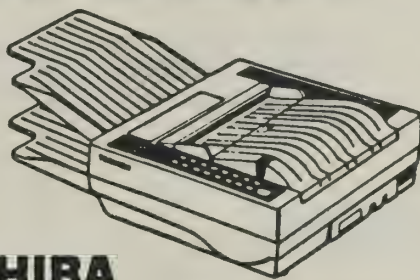
Regional co-ordinator Mac Carson is trying to bring the four-ring circus together but freely admits any result will "have no status. I don't really have a mechanism for bringing it to council. I could write a report but some councillors might view that as my stepping out of line." On a more definitive note, he is working at making the bureaucratic level of regional government "more citizen

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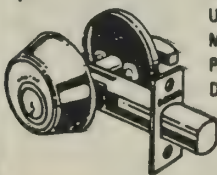
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friendly." Good thing but it isn't a plan that's responsible for the boom that business people see coming. Tomorrow's economic excitement just does not have its roots in any master plan struck by our local governments.

That said, municipal government has helped to pave the way even if there was no master plan to do so. Nowhere is this more clearly seen than in the absolutely stunning growth of convention and conference business. The city spent the money on first-class facilities like the Convention Centre, Copps Coliseum and Hamilton Place and with regional assistance they have been promoted aggressively and successfully.

Gabe Macaluso, regional manager of tourism and conventions, says 35,000 people came to Hamilton conferences in 1985 and that was up considerably from previous years. By 1987 the figure hit 75,000 and last year more than 174,000 people packed into local facilities. These big numbers equal big dollars for the local economy; Macaluso estimates that the average convention delegate spends \$145 per day in the city on everything from accommodation to entertainment to babysitters to car rentals to gifts. Perhaps best of all they take home a very good impression of Hamilton which allows us to attract even more conventions and spread the word that Hamilton is a good place to live and a good place to invest. And the word has been heard. Money is starting to move here.

Most business observers point to four post-recession realities to explain the development boom they feel is about to hit town. First, Toronto and its immediate suburbs are approaching some of the natural limits to prime-site development. Second, recent local transportation improvements such as the Skyway twinning and the airport expansion coupled with proposals for enhanced Go Transit service and further expressways make our region's communities more attractive to commuters. Third, Toronto's new reform, or anti-development if you will, council is expected to enforce much more severe limits on new projects in that city which will simply become far too expensive in both commercial and residential real estate. Much of this is the result of Pacific Rim investment spiralling prices beyond most imaginations which in turn leads more traditional investment away from Toronto.

To Tony DeSantis, president of A DeSantis Developments and A DeSantis Real Estate, the boom has already arrived. "We are very busy. In August we started building 139 condos in Stoney Creek." Before any were finished we had sold 85 per cent of the units," he reports. He sees the Burlington to Mississauga area as a prime source for residential property purchasers noting that people from Burlington have bought 30 per cent of the homes in his latest project. DeSantis sees Toronto money being increasingly attracted to Hamilton's downtown

core rather than the region's various areas of recent new residential construction. "We have a downtown condo, office, commercial and parking complex before the planners and already I'm getting a tremendous number of calls from Toronto financial people."

Ralph Frisina, president of Mainstone Realty and vice-president of Frisina Construction, also reports that things are looking good. "Many developers are selling half the homes in new subdivisions before they even get a spade in the ground. With the resale market remaining hot, it is clear that purchasers are coming from outside, many of those from Toronto and Mississauga. These people are paying big prices, especially downtown, but they consider them relatively inexpensive." Frisina expects to see this trend grow throughout the '90s.

Lawyer William Tidball, who has been acting for a number of Toronto purchasers, says, "I see Hamilton really showing up on the map. It's not a flood yet but it should be. The question of price is very important because it is like receiving a substantial wage increase." In terms of specifics, Tidball thinks that large scale downtown condo development is still a few years away and that the area east of James Street will grow much more slowly than the rest of the core. He suggests that the Hamilton Mountain area, especially if the airport takes off, will be particularly hot for commercial development.

Paul Pappas, owner of Grapes and Things and a key member of the Downtown Business Improvement Area, is bullish. "The downtown is the key for the whole region and I really think we're going in the right direction. Over the last five years, my business has improved every single year. Toronto is getting too expensive and Hamilton is the most viable choice. The great alternative—that's how I'd sell Hamilton," he suggests.

As a businessman with a close eye on trends and their speed, Pappas has singled out three benchmarks or signals to measure downtown development: the acquisition of an NHL franchise, the building of another major hotel and the construction of a commercial anchor for the east end of the downtown somewhere between Ferguson and Wellington Streets.

As editor of the Hamilton Spectator, Alex Beer is also watching the trends. "I think that as Toronto's star continues to fall—it is now the 12th most expensive city in the world—Hamilton's growth will continue. The area west of James Street, including Dundas and Ancaster, will move most quickly but all parts of the region will experience growth. Hamilton will become a very appealing city, especially for those who can't afford to live in Toronto," he says.

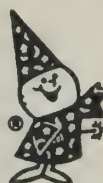
The optimism of Hamilton's business community has hardly gone unnoticed by local government officials. Saad Ghanem, Hamilton-Wentworth's economic development commissioner, is not your mindless booster type but even he sounds ebullient. "Hamilton

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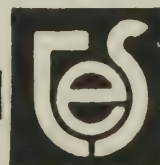
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has a fabulous future. It is being rediscovered and a lot of people are moving this way. We have signs from all the real estate people that large numbers of Toronto people are moving here. And we've kept busy elsewhere; we are attracting much more in the way of service industries," he adds quickly.

Two other signs look good to him. While many Toronto people are moving only their residences here now, keeping their business and cultural ties in Toronto, he sees that changing as their children become Hamiltonians. Similarly he feels the growth is sustainable in the long term because of the nature and pressure of immigration to Canada. "Fifty per cent of immigrants come to Ontario and 75 per cent of those people move to Toronto," he says. It all sounds pretty rosy but considering that neither the city nor the region has any plan for coping with this accelerated growth, some people question whether we will be able to handle it.

Ghanem says, "There is no danger in not being ready because a lot of our industries have been hurt and are rationalizing away from being labor intensive. There will be more examples like Firestone even in the steel business. Free trade complicates the picture because while it is good for some of our industries it is not for others."

The mayor is more emphatic about the need to make up lost ground. "We've had a great deal of slippage, more than most people realize, but the people who lost their jobs know. During the recession...a great number of plants were rationalized. That was no reflection on Hamilton or local policies or whatever, they were decisions made at corporate headquarters in Toronto or Montreal or Hartford, Connecticut, or wherever...so you're fighting a rearguard action with that. It has not just been growth on growth on growth, it has been replacement as well as new activities....The exciting part is we overcame all that and still kept growing."

City hall is so bullish about the current situation that Ghanem, when asked to comment on potential problems, is forced to reach fairly far afield to concerns like the risk that interest rates may continue upward or the effect the 1992 EEC accords might have on Canadian exports to Europe.

Local business people tend to be more direct and their potential downside concerns focus on maintaining a quality of life that sets us apart from Toronto. Says developer Ralph Frisina, "I like the atmosphere we have. I like to visit Toronto but I sure like to get home again." Lawyer Tidball says, "Hamilton is a fabulous city and while it is becoming major it still has that small-town atmosphere. You can still walk down King Street and see five people you know. It's neat and I don't want that to change." Editor Beer says, "If we allow higglety-pigglety development like Toronto did we will have Toronto's very serious problems."

Others in the community are more alarmed at current and projected developments and trends. Diane Dent chairs the

Local Architectural Conservation Advisory Committee. She is also a member of the Urban Design Committee and through the '70s and '80s played an active role in the Durand Neighborhood Association. "We are on the brink of a development crunch again and if we go 10 years without a density-limiting heritage designation for Durand, we will lose our only majestic neighborhood."

Asked for examples of inappropriate development, she says, "The Polo Club on Duke Street is a three-storey condo built out of concrete blocks and looks like the back entrance to a sanitation facility. And how could anyone have allowed that strip mall at the corner of James and York Streets? Sure it can be torn down, but when? We have to say to developers that 'Hamilton has grown and if you can't meet our (design) goals, we don't need you.'"

Dent is equally blunt when it comes to assigning responsibility. "Political vision is hindsight vision. Look at York Boulevard. It could have been a Champs Elysées, as Reg Wheeler said, but council gave so many exemptions. I'm in between pessimistic and optimistic; it could go either way; it depends on the politicians. There is a strong pro-development group on council and in a lot of ways the mayor is the key person. He used to be more than onside—now he is an unknown. Bob has to be a leader. He was a reformer before he was mayor—if only he could become a reformer again," she says.

Hamilton West MPP Richard Allen is also

worried that "our well-preserved city" will be hurt by a council with "no propensity to ask questions three or four steps down the road. It certainly makes me nervous because in order to keep a handle on community development it's necessary to build some dikes against developers. Council is too much of a Gung Ho crowd...starting yourself up to attract outside investment rather than building on strength."

Allen seems more than a little disappointed that city and regional councils virtually ignored *The Hamilton Challenge*, an economic strategy for the region he co-authored in 1986. "We tried to sketch out alternate economic options in 16 separate sectors that were being missed. We wanted to build on local strengths. The report indicated the stepping stones towards a more prosperous urban region."

Richard Butterworth is president of the Hamilton Architectural Society and was at some pains to note that he was speaking only for himself, not the society, when he offered his opinions. "Probably the bankers are the key players in the development that is coming and that encourages poor development—low cost, low quality—but using up all of the good sites. These guys want to build for \$50 a square foot when you need to spend \$120 to \$170 per square foot (for a quality project). In 10 years lousy development will have eaten up all of them (prime sites) and the mayor and the politicians are just pushing for anything."

After a moment's pause Butterworth adds,

"I know I might sound pessimistic but I want to see good development. The city should go into a hold pattern for a while waiting to catch the wave at the optimum point. There has to be some structure for a long-term plan but you lose that during a boom. The short-term gain gets the votes," he says.

Hamilton alderman John Gallagher agrees investment is coming. "In terms of development, in spite of political interference in the planning process and short-sightedness, the Hamilton area will be booming. Staff have a pragmatic approach but we politicians in our eagerness circumvent the process just for expedience. Quality of life is the most important thing to citizens and erratic development undermines that. Too much development, too quickly, could be devastating."

Gallagher would like to "see the four key players—Regional Chairman Reg Whynott, Hamilton Mayor Bob Morrow, city planning chairman Ald. John Smith and regional economic development and planning chairman Ald. Don Ross—providing a co-ordinated leadership directing fair and balanced development in the region."

This is not currently happening to his satisfaction and the councillor does not sound confident that it will. "There is a general feeling among the politicians that things are good in Hamilton, that things are going to get better and they're good because of them."

This last fear is echoed by Ald. Terry

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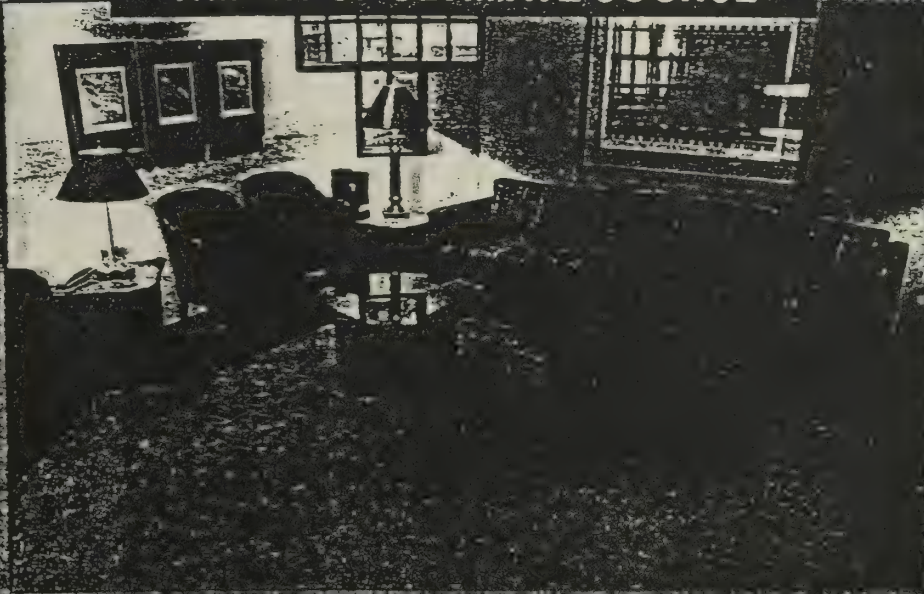
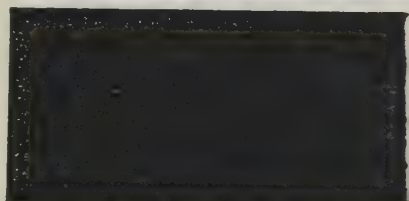


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Cooke who graded the previous council's planning efforts at "less than five out of 10."

"I'm somewhat pessimistic because this wasn't a strength last time and there has been little change, but rather a hardening of outlooks and personalities. In the next 10 to 15 years we are going to experience dynamic changes. There will be a struggle not to be treated as a resource of Toronto." Cooke points to recent Toronto requests that we burn their garbage as evidence of this.

"We really need leadership at the top," he continues. "That will be the big challenge for the regional chairman and the mayor. In the case of the regional chairman it's too soon to pass judgment. At the city level the mayor has a lot of challenges before him and I am going to carefully watch how he meets them."

Veteran Hamilton alderman Brian Hinkley is tough on Mayor Morrow's capacity to meet the challenge of the coming development boom. "Oh jeez, I could say a lot. He epitomizes all that is right in a ceremonial role and all that's wrong in terms of leadership and governing." Hinkley is convinced that Hamilton needs a vision and that requires better leadership. He is working on the elements of such a vision for the future now but we'll have to wait for it because when asked if he was considering a mayoralty challenge in '91 he replies.

Rookie Hamilton alderman Don Drury was quick to identify a political lack of direction at city hall, and for that matter, at the region. "I don't see any cohesive or comprehensive vision—everyone seems to have their own. There is no person or clique on council providing leadership one way or the other."

The leader at Hamilton-Wentworth council is the new chairman Reg Whynott. "I really didn't find a vision laying around or in the filing cabinets when I was elected. Most of what I have found is not comprehensive—just single areas. We need a vision. We need long-term plans in multiples of five years, right up to 20 years just like any large business would do. Leadership is important..."

"I will take the leadership role but I'll do it with consultation. My opinion is that this is a regional job. There will always be jurisdictional jealousy. There will always be some people who say their local municipality is the most important," concludes Whynott.

What is beyond all doubt is that the signs point to a development boom in this area. Equally clear is the fact that our local government has no plans, no vision in place to maximize the benefits and minimize the damages. That defines an opportunity, a crisis and a challenge for our councillors. How well they meet them will in turn be crucial to the future definition of the communities that compose Hamilton-Wentworth.

Michael Davison is a freelance writer and a former Hamilton alderman. His last article, about CHCH-TV, appeared in the Spring 1988 issue of Hamilton Report.

12.

TENTATIVE CENTRAL AREA PLAN
IMPLEMENTATION COMMITTEE PROGRAM 1989

MONTH	SUBJECT	
February 17	Terms of Reference/Implementation Strategy	Information
March 17	Implementation Strategy	"
April 21	Transportation Strategy ^a	"
May 19	Perimeter Road	"
June 16	Perimeter Road Truck Routes	"
July		"
August		"
September 15	Central Business District Study	"
October 20	Perimeter Road	"
November 17	Affordable Housing	"
December 15	Central Business District Study	"
January 19	Housing Policies	"

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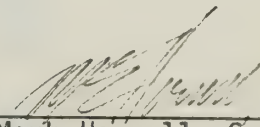
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Mark Hornell, Secretary
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AGENDA

1. Vice-Chairperson's Remarks - Charles Forsyth.
2. Members' Reports (two minutes maximum).
3. Minutes of meeting held May 19, 1989 (attached).
4. Matters arising from the minutes.
5. Phase IIIA of the Downtown Hamilton Action Plan. Competition for Design of the Gateway Treatments (attached). Presentation by Jacqueline McNeilly. (FOR INFORMATION AND DISCUSSION.)
6. Monitoring of Committee Agendas (attached). Presentation by Gloria DeSantis. (FOR DISCUSSION AND ACTION.)
7. Perimeter Road Public Information Session. Presentation by Mark Hornell. (FOR INFORMATION AND DISCUSSION.)
8. Waterfront Park Status Report. Presentation by Mark Hornell. (FOR INFORMATION AND DISCUSSION.)
9. Central Area Plan implementation update (attached). Presentation by Mark Hornell. (FOR INFORMATION AND DISCUSSION.)
10. Information Needs and Issues - Draft Memorandum to Planning and Development Committee (attached). Presentation by Mark Hornell. (FOR DISCUSSION AND ACTION.)

11. Information and other business.

12. Agenda and time for next meeting.

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Use -	Blue
Form -	Buff
Movement -	Green
Economy/Health -	Pink
Implementation/Administration/Other -	White

MH:CS
Attach.
0149P

CENTRAL AREA PLAN IMPLEMENTATION COMMITTEE

CITY HALL, 71 MAIN STREET WEST, HAMILTON, ONTARIO, L8N 3T4

MINUTESCENTRAL AREA PLAN IMPLEMENTATION COMMITTEECITY HALLROOM 233FRIDAY, MAY 19, 1989Members Attending

Charles Forsyth
Arthur Lomax
Helen Nemeth
Diane Brown
Russell Elman
David Cohen
Francois Roesch
Kay Nolan
Gloria DeSantis
Ozzie Ferguson
Gil Simmons
John Eyles
Ann Stewart
Bruce Rankin

- Vice-Chairman
- Hamilton Automobile Club
- Beasley Neighbourhood
- Hamilton and District Chamber of Commerce
- Durand Neighbourhood Association
- Corktown-Stinson
- Corktown-Stinson
- Separate School Board
- Social Planning and Research Council
- United Senior Citizens of Ontario
- North End
- McMaster University
- Hamilton Board of Education
- Hamilton Society of Architects

Regrets

Gabriel Etele
Mark Boyak
Alderman David Christopherson

- Downtown B.I.A.
- Hamilton Real Estate Board

Staff

David Godley
Mark Hornell
John Gartner
William Lambert
Mary-Lou Tanner
Ted Gill
Sylvia Renshaw
Roland Karl
Dale Blacklock
Brett Salmon

- CAPIC Co-ordinator - Local Planning
- CAPIC Secretary - Local Planning
- Regional Planning
- Regional Planning
- Regional Planning
- Transportation Planning
- Economic Development Department
- Traffic Department
- Local Planning
- Local Planning

VICE-CHAIRMAN'S REMARKS

1. Charles Forsyth called the meeting to order, welcomed everyone, and asked the members to introduce themselves and give any reports they may have.

MEMBERS REPORTS

2. Kay Nolan outlined separate school board plans for the Mulberry Street School site. The Board is looking at getting space in the proposed Regional Headquarters building for its offices, if possible, as it would like to remain in the Central area.
3. Russell Elman reported on a meeting between the Durand Neighbourhood Association and the owners of the 10 Herkimer Street site, to consider a revised design that would meet the concerns of both parties. The next meeting of the Durand Association is the annual general meeting and is open to the public. The meeting will focus on transportation issues.
4. John Eyles suggested that he could invite Walter Peace from McMaster to give a presentation to CAPIC on the conference held recently in Edinburgh that focussed on Hamilton (ACTION - MARK HORNEILL).
5. David Cohen informed CAPIC that this would be his last meeting and that Francois Roesch would be replacing him as the representative from Corktown. David thanked the committee for the privilege of working with them.
6. Charles Forsyth, speaking for the Committee thanked David for his valued contribution to CAPIC and expressed regret on his decision to leave the Committee. Charles then welcomed Francois Roesch to CAPIC.
7. Francois Roesch thanked the Committee for the opportunity to take up David Cohen's place. Francois outlined his background as a twelve year resident of Corktown.
8. Gloria DeSantis reported on the Healthy Community Conference held at McMaster University and suggested that when proceedings are published, CAPIC might discuss the issues.
9. Ozzie Ferguson reported that the Senior Citizen's Centre Feasibility Study Steering Committee is preparing terms of reference for a consultant.
10. John Eyles reported on the Edinburgh conference and noted his disappointment with the Hamilton Spectator's coverage which made it appear to be a purely British enterprise. John also reported on the Healthy Cities Conference, noting David Christopherson's fine address, and on a conference on primary care. He suggested that CAPIC might want to pick up on these matters at a later meeting.
11. Charles Forsyth noted First Place's efforts to develop support services that will keep older people in independent living.

MINUTES OF THE MEETING HELD APRIL 28, 1989

12. Gil Simmons clarified that it was not she, personally, who was reluctant to meet with the Hamilton Harbour Commissioners, but rather she feels CAPIC should be reluctant to meet with the H.H.C.
13. Moved by John Eyles, seconded by Kay Nolan, that minutes be adopted as amended. CARRIED
14. Arthur Lomax requested that CAPIC change the order of business to permit John Gartner and Ted Gill to give their presentations. CARRIED

REGIONAL PLANNING PERSPECTIVES

15. John Gartner gave a presentation on Regional Planning issues. He began with an introduction on possible Regional initiatives on the Healthy Communities concept, giving an overview of the Healthy cities idea - an organic, ecologic model of community. John went on to give a presentation on the recently published population projections for Hamilton-Wentworth, to the year 2006. John concluded with a presentation of the results of the Quality of Life Study.
16. General discussions took place on the issues of population change and environmental quality.
17. David Cohen asserted that the presentation by Mr. Gartner affirmed that people's perceptions are correct; people are in fact leaving Hamilton. David said Hamilton has a psychological problem with facing this actuality.
18. John Eyles said the real problem seems to be poor environmental quality; this deters people from living in central Hamilton.
19. John Gartner concluded that it is important to view the Central Area within a broader regional and metropolitan context.

REGIONAL TRANSPORTATION ISSUES

20. Charles Forsyth excused himself for a prior commitment and David Godley assumed the chair.
21. Ted Gill introduced himself as the Director of Engineering Planning and Manager of the Perimeter Road Project.
22. Ted Gill informed CAPIC of public workshops to be held on the Perimeter Road on June 6, 1989; on June 8 public information sessions will be held at the Hamilton Yacht Club. The sessions will be held between 2:00 P.M. & 5:00 P.M. and 7:00 P.M. & 9:00 P.M.

23. Ted Gill gave an overview of transportation issues in Hamilton-Wentworth namely GO rail, Q.E.W. expansion, Highway 6-403 connection, 403 extension Ancaster-Brantford, the East-West/North-South Freeway project and the Perimeter Road project.
24. Ted noted that for GO Rail, full Oakville scale service will require enlargement of the Hunter Street tunnel; Environmental Impact Assessment will proceed for the Q.E.W. enlargement from 4-6 lanes between Highway 20 and the east Regional boundary; Environmental Impact Assessment approval for the Highway 6-403 connection is expected in six to nine months. The Ministry of Transportation is committed to extend Highway 403 from Ancaster to Brantford by 1995.
25. Ted Gill said that detailed questions on the Freeway project should be directed to the Freeway Project Office, 10th Floor, 25 Main Street West.
26. Ted Gill outlined the three alternative alignments for the west end of the perimeter road: a north alignment, a south alignment, and a stepped south side option.
27. Gloria DeSantis, Gil Simmons, David Cohen and Francois Roesch expressed deep reservations about the perimeter road project.
28. Ted Gill said that public meetings will be held in September to review the selection of the final alignment.
29. Arthur Lomax suggested that the perimeter road should be on the next CAPIC agenda.
30. David Godley left for a prior commitment and Mark Hornell assumed the chair.

INFORMATION AND OTHER BUSINESS

31. Gil Simmons reported that the International Joint Commission will be meeting in Hamilton, October 11-14 at the Convention Centre, to deal with the Hamilton Harbour Remedial Action Plan.
32. Mark Hornell briefly reviewed matters arising from the April 28 Minutes. The Committee agreed that the letter on the Health Building site should be forwarded to Alderman Christopherson for signature. ACTION - MARK HORNELL
33. David Cohen briefly described the advantages to CAPIC of a field trip to Buffalo, N.Y.
34. Mark Hornell said staff would get more information for CAPIC on the idea. ACTION - MARK HORNELL

AGENDA AND TIME FOR NEXT MEETING

35. The next meeting is scheduled for 9:00 a.m., Friday, June 16, 1989 at City Hall, Room 233.

ADJOURNMENT

36. The meeting was adjourned at 12:20 p.m.

MEH/dkp

WP 0149P

5

Downtown Hamilton Action Plan Phase IIIA;

Gateways

1) Background

On 1988 November 30, the Planning and Development Committee, during the presentation of the Clock Tower, directed Community Development to provide a report to reintroduce gateways. Subsequently, on 1989 January 19, the DAPCOM reviewed the Phase IIIA Gateway concepts and appointed a sub-committee comprised of Mr. V. Matus, Planning Department, Mr. R. Martiniuk, Property Department and, Mr. J. Mokrycke, L.A.C.A.C. to review the original Downtown Action Plan intent and suggest methods of implementing the gateway concept such as a competition.

Through co-ordination by J. McNeilly, the Committee has been meeting in the Community Development Department on an ongoing basis and has formulated this report.

2) The Downtown Hamilton Action Plan

The Downtown Hamilton Action Plan, produced by du Toit Associates Limited, D. I. Design Development Consultants and Barton Aschman Canada Limited in 1983 January, was received and adopted by City Council 1983 January 11.

"The goals of the study were:

1. To outline a detailed plan of action for revitalizing the downtown area through various improvements, changes, and input, with an emphasis on physical improvements. The plan should also incorporate recommendations for new municipal regulations, public works and private renovations.
2. To show the end result of those actions and the benefits accruing to the businessmen and to the City.

The objectives were as follows:

1. Through a marketing study, determine the best approach to downtown revitalization and enhancement of the downtown's role in the commercial hierarchy of the City and Region.
2. To provide an inventory of downtown needs or alternative actions in order to achieve the desired end result.

3. To examine the costs and benefits of each of those alternatives.
4. Through the cost/benefit analysis, recommend priorities for short term and longer term action.
5. Detail a downtown action plan or blueprint for revitalization which will outline specific actions to be taken -- when, how, and by whom."

The study area, originally bounded from King Street West, north on Park Street to York Boulevard, east on York Boulevard to MacNab, north on MacNab to Vine, east on Vine to slightly beyond James Street, south between James and Hughson to Rebecca, west to Mary Street, south th King William Street, east along King William Street to Wellington Street, south on Wellington Street to Main Street, west on Main Street to MacNab Street and north on MacNab Street to King Street West, was later altered to include James Street North from Vine to Murray Streets.

The chosen option of the plan (Option B) suggested a four phase implementation scheme scheduled over 10 years, with first priority items taking 5 years and the remaining items over the latter 5 years.

The Downtown entranceways or "gateways" were considered a first priority action and included with Phase III of the Downtown Hamilton Action Plan.

Excerpts from the plan referring to the Gateways include the following:

A co-ordinated system of signage and informational systems should be encouraged to help both the pedestrian and travelling public. This may be accomplished with the provision of the following items:

- A downtown symbol or logo which is placed along major entry thoroughfares to alert the travelling public and direct them to the downtown area.
- At the major points of entry into the downtown area, some identification that you are indeed passing into this area should be signalled. This may be accomplished by a variety of techniques such as banners, special lighting, signage, etc. (Page 29).
- A series of lighted banners on either side of a roadway leading into the downtown area
- The introduction of a downtown logo/symbol which is initiated at this point and carried throughout the downtown on lamp poles.
- Perhaps a simplified graphic directory to the most convenient parking areas when entering from any one particular point of entry.

As well, often the focal viewpoint from the location of a gateway is a prominent building. For instance in the case of King Street East, the backdrop is the Bank of Commerce building. In this case, particular attention should be paid to these buildings in the way of facade upgrading as their prominence portrays a strong visual role in the image of downtown. (Page 32).

Locations of each are marked on the attached plan marked Figure 12 as follows:

Main and Bay Streets
York and Bay Streets
York/Wilson and James Streets
John and Main Streets
King and Wellington Streets

3) Purpose of the Competition

- to involve in the public in the design process
- to gather new and innovate ideas from young architects and designers that may not normally have the opportunity to become involved in this type of project
- to promote the City of Hamilton as a major City in Ontario by advertising for the competition

4) Size of the Competition

The competition should be Provincially promoted in order that anyone who wishes to submit a proposal would be able to easily travel to Hamilton to review the geography and get a feeling for the diversity of the area. (i.e. not just a steel town).

5) Mechanics

It is recommended that the competition be carried out in two-stages: The first being an IDEA competition and the second being a DESIGN-BUILT (design detail to a level that could be built). The first-stage of the competition will be promoted to anyone in this or a related field of endeavour (i.e. artists, architects, designers, etc.). Approximately three winning submissions will be identified from the first-stage must be fully aware that if they are one of the three winning submissions they must be prepared to provide the technical expertise required in stage two. Since stage two is a design-built competition the designer will need some technical expertise to put the first-stage submission into a form that can be built. There may also be honourable mentions from the first-stage who will not be requested to move on to the next stage because of any number of reasons. Awards will be given for both stages as well as payment according to the professional fee schedules for any detailed work provided in stage two and thereafter.

6) Costs

There are a number of categories in which costs will be incurred:

- a) All Promotional Costs
- b) Prizes for first stage
- c) Fees for entering second-stage
- d) Prizes for second-stage
- e) Administrative costs such as jury expenses and fees and departmental costs
- f) Costs to build the award winning submission (it should be stipulated at the beginning of the competition that the costs to build each one of these submissions should not exceed a certain dollar figure)
- g) Maintenance of the implemented designs once completed
- h) Fees to the winner to develop the design, prepare construction documents, inspect construction and to administer the contract during implementation.

Presently, there are no capital funds set aside for the implementation of Phase IIIA of the Downtown Action Plan. Originally, there was approximately two hundred and thirty thousand dollars (\$230,000.) yet to be financed. The Gateway/Architectural Sub-Committee recommends that the competition will take much more than two hundred and thirty thousand dollars (\$230,000.) to carry out and build the winning design. Because of a capital budget freeze, this may delay competition implementation for at least one additional year unless it is the will of Council to make other arrangements.

7) Man-Power Required

The co-ordination of the competition will require input from a number of bodies with an Advisory Team co-ordinating the project and pooling resources from others. This Advisory Team could be chaired by V. Matus, Architect, Planning Development with R. Martiniuk, Architect, Property Department, J. Mokrycke, Architect in training, Svedask Koyanagi Architects Inc. and, J. McNeilly, Co-ordinator of Community Renewal, Community Development Department. This Advisory Team will report directly to the DAPCOM with recommendations being forwarded to the Planning and Development Committee with consideration also given to the Parks and Recreation Committee since the gateway treatments may be small parkettes - and on to City Council. Throughout the process, comments will be sought from a number of different bodies including CAPIC, Urban Design Committee and L.A.C.A.C., etc. All other technical staff will be called on as required particularly relative to the traffic and transportation issues. The Project Manager/Implementation could be a member of the Architectural Division.

8) Locations of Entranceways

Site locations were originally proposed by R. DuToit and Associates. Through the passage of time, at least one of these locations is no longer realistic. We will request the urban Design Section of the Planning Department to briefly review the existing locations and provide some input into alternatives throughout the City's Core. If this task proves too onerous to be included within the Planning Department's existing work schedules, the Planning Department will advise the DAPCOM of same and a recommendation could be forwarded to the Planning and Development Committee requesting additional funds for staff involvement. This situation may also arise in the Architectural Division of the Property Department.

9) Competition Schedule for the Competition

After the DAPCOM has had an opportunity to review this report, it will be forwarded to a number of departments and committees for their comments. The Sub-Committee will forward these comments which will be incorporated in a final report to the DAPCOM and once authorized, the report will be forwarded on the Planning and Development Committee to request authorization to proceed. After the Planning and Development Committee and City Council have authorized this process, a more detailed Terms of Reference for the competition will be formulated by the Sub-Committee. This formulation, we estimate, should take approximately three months from Council's approval. Once prepared, this will be brought back to the DAPCOM and onto the Planning and development Committee. By the fall of 1989, the Terms of Reference should be in a final form in order that the competition can be advertised and commenced. Prizes could be awarded in 1990 with the second-stage of the competition within the first half of the year. WE, therefore, expect that the winning submissions could be built late in 1990 depending on funding restrictions.

6

POSSIBLE LIST OF COMMITTEES
FOR CAPIC TO MONITOR
(May, 1989)

CITY COUNCIL STANDING COMMITTEES

Planning and Development Committee
Parks and Recreation Committee
Transport and Environment Committee
Legislation Committee
Co-ordinating Committee
Finance Committee

OTHERS

- Committee of Adjustment
Building Department updates (if this is undertaken)
Land Registry Office (?)
Board of Education (focus on agendas of a planning committee)

Are there any Regional Committees that should be monitored?

The following is an overview of the key components that CAPIC discussed regarding its information needs.

A. WHAT KIND OF INFORMATION DOES CAPIC NEED?	B. WHO SHOULD PROVIDE THE INFORMATION?
<p>1. What material must individual members receive in their monthly packages that is straight from the source? This includes data on trends in the Central Area; this will fulfil the monitoring function noted in the Terms of Reference. It also includes written reports on various major projects occurring in the Central Area.</p> <p>The monthly CAPIC meetings should also include very brief verbal presentations on various city and regional committee activities.</p>	<p>→ Staff receive material from the source to include in monthly mail-out to CAPIC.</p> <p>→ Each CAPIC member should take one city or regional committee*, monitor their agendas and provide a very brief update to CAPIC monthly. Other, through-the-grapevine information from CAPIC members may also be important on a monthly basis (e.g., an update function). Each CAPIC member will be permitted 2 minutes for his/her update.</p>
<p>2. What must be reported to CAPIC through staff? This includes one page "Status Reports" on projects that CAPIC has already discussed as well as upcoming projects. It also includes updates (using a large map) on demolitions, zoning applications, etc. presented in the context of the Central Area Plan.</p>	<p>→ Staff will complete the Status Reports and if CAPIC has already spent a great deal of time discussing a particular project (e.g., Perimeter Road), staff should provide a summary of the minutes on that topic so that CAPIC does not start the process all over again, instead CAPIC should pick up where it left off.</p>
<p>3. What should be kept on file at the city planning department as background material for CAPIC members to follow-up on their own? This includes all the major background reports that are completed as part of any major study.</p>	<p>→ Staff collect and organize information for the filing system so it is easily accessible to interested CAPIC members.</p> <p>→ Individual CAPIC members should also contribute reports and other material that they have found that they believe other CAPIC members should use.</p>

* See attached page

CAPIC members will discuss, at the end of each CAPIC meeting, the contents of the agenda for the following meeting.

In order to ensure feedback on critical issues taking place in the Central Area, CAPIC (through staff) will seek representation on CAPIC from each neighbourhood comprising the Central Area. At this time, representation from Central Neighbourhood is still required.

During the Fall of 1989, CAPIC will evaluate this new "system" for its efficiency, effectiveness, etc. This will occur through informal discussion (i.e., not a formal, structured activity) at a CAPIC meeting in October or November.



GREATER HAMILTON

REGIONAL MUNICIPALITY OF HAMILTON-WENTWORTH

May 18, 1989

TO: Chairman and Members
Economic Development and Planning Committee

RE: CANADA STEEL SCIENCE AND TECHNOLOGY CENTRE
STATUS REPORT - ECO-89-042

Background

In June of 1988 Hamilton-Wentworth Regional Council concurred in the Phase I recommendations of the Canada Steel Science and Technology Centre Feasibility Study Report. Subsequently, the now completed Phase II Report commenced, and findings presented to Regional Council and representatives of the local steel industry.

The Canada Steel Science and Technology Centre Feasibility Study was funded through Federal, Provincial, and Regional government contributions, totalling \$90,589.75, over a three year period.

At its meeting October 25, 1988, the Economic Development and Planning Committee, recommended that a specialized presentation be produced to generate interest in the development of the Canada Steel Science and Technology Centre. An artist's rendering and a support video were produced to generate interest in this project.

Discussion

During Phase II of the Study, the Consultants investigated locations throughout the Region and recommended incorporating the Canada Steel Science and Technology Centre within the City of Hamilton's Waterfront Park. This matter will be brought before the City of Hamilton Waterfront Project Committee for consideration, subsequent to the determination of contaminant removal from the site, and other Waterfront Park plans.

The Canada Steel Science and Technology Centre Steering Committee is proceeding with developing a fund raising strategy and organizational structure for the proposed facility Board of Directors. A revised staff financial accountability plan for the facility has been investigated and will be addressed in the organizational structure.

ECONOMIC DEVELOPMENT DEPARTMENT


P.O. Box 910, Hamilton, Ontario, Canada L8N 3V9
1 James St. South, 3rd Floor, L8P 4R5

Tel: Business Development (416) 526-4447
Tourism and Convention Services (416) 526-4222
1-800-263-8590 Fax: (416) 526-4107


Recommendation

That this report be received.

Respectfully submitted,


Saad Ghanem,
Director

SR/zg


Scott Galbraith, Manager
Business Development Division

9

Borden & Elliot
Barristers and Solicitors

PATENT & TRADE MARK AGENTS

RECEIVED MAY 03 1989

Please refer to: S. M. Makuch

Direct line: (416) 367-6226

May 2, 1989

Mr. Steve Miazga
The Regional Municipality of Hamilton
Planning & Development Department
119 King Street West, 14th Floor
PO Box 190
Hamilton, Ontario
L8N 3V9

Dear Mr. Miazga:

Re: Official Plan Amendment No. 62

I am writing pursuant to your letter of February 10, 1989 and our numerous telephone conversations. In response to your enquiry as to whether the Hamilton Harbour Commissioners would be satisfied to a modification of Official Plan Amendment 62 deleting the Hamilton Harbour Commissioners lands from the area being redesignated to residential, I have discussed this matter with my clients and while they appreciate your suggestion, in their view such a modification would not be sufficient. The Official Plan would not take into account the use of the Hamilton Harbour Commissioners lands for the purposes of shipping, navigation and port development and although the Plan purports not to regulate for the purposes of shipping, navigation and port development it is misleading in not recognizing this important use and having policies on surrounding lands which also recognize it. As I stated in my letter of February 1, 1989, the Official Plan needs to recognize the importance of shipping, navigation and port development in the waterfront of Hamilton.

Thank you very much for your consideration of this letter.

Yours truly,
BORDEN & ELLIOT*Swallus*
for Stanley M. MakuchSMM/lw
cc. Hamilton Harbour Commissioners

Borden & Elliot
Barristers and Solicitors

PATENT & TRADE MARK AGENTS

RECEIVED MAR 6 1989

Please refer to: S. M. Makuch

Direct line: (416) 367-6226

February 28, 1989

Mr. Gary Wilson, M.C.I.P.
Planner
Planning & Development Department
The Regional Municipality of Hamilton-Wentworth
119 King Street West, 14th Floor
Hamilton, Ontario
L8N 3V9

Dear Mr. Wilson:

Re: Request to amend the Hamilton-Wentworth Official Plan -
City of Hamilton, Your File R.471.69

This is to inform you that we represent the Hamilton Harbour Commissioners and on their behalf are objecting to the request for an amendment to the Hamilton-Wentworth Official Plan as set out in your letter of January 30, 1989. On behalf of the Hamilton Harbour Commissioners we request that this amendment to the Regional Official Plan be referred to the Ontario Municipal Board. As you may be aware the Hamilton Harbour Commissioners have objected to Amendment 62 to the City of Hamilton Official Plan, which is the basis for this request to the amendment to the Regional Official Plan. The Hamilton Harbour Commissioners' objection to Amendment 62 is enclosed for your convenience and forms the basis of our objection to the proposed amendment to the Regional Official Plan which is to allow Amendment 62.

Moreover, we wish to point out that the Regional Official Plan seems to cover a substantially wider area than that of the City of Hamilton Official Plan.

Finally, as our clients have indicated, with respect to previous official plan amendments which affect their lands, they are willing to enter into detailed discussions with the City of Hamilton and the Region to resolve any outstanding

concerns and to avoid the need for an Ontario Municipal Board hearing. Thank you very much for your consideration of this letter and we look forward to hearing from you in the near future.

Yours truly,
BORDEN & ELLIOT

St. M. Makuch

Stanley M. Makuch

SMM/lw

cc. Mr. Chuck Towsley, Hamilton Harbour Commissioners

FOR INFORMATION

10.

REPORT TO: SUSAN REEDER, SECRETARY
PLANNING AND DEVELOPMENT COMMITTEE

DATE: 1989 June 16
COMM FILE:
DEPT. FILE: P5-4-7-9

FROM: CENTRAL AREA PLAN IMPLEMENTATION COMMITTEE

SUBJECT:

Municipal Information Management.

BACKGROUND

As CAPIC attempts to monitor the implementation of the Central Area Plan, the lack of appropriate and timely information for effective monitoring is repeatedly encountered. CAPIC is putting in place procedures to gather and manage information it needs, but has only resources to do so in a provisional, ad hoc way. Information management systems that cross-index between departments that are comprehensive and permit easy access and retrieval of data are not in place. As a result, CAPIC spends far too much of its time trying to get good information rather than doing the job of monitoring implementation.

The City needs to begin addressing the issue of information management on an organization-wide basis. An automated, centralized information bank is badly needed. Such a system would permit monitoring of issues as they develop as well as allow trend analysis over the long term.

Information accessibility and ease of retrieval connects with citizen participation by letting people who want to know, easy and quick access to what they need to know. There is a need for an information clearing housing in City Hall that meets all of a citizen's information needs at one stop. This facility could function as a municipal government publications book store similar to Queen's Printers, as a civic notice board for hearings and meetings, and as a research archive. The Hamilton Public Library gathers some municipal documents, but not in a systematic way. McMaster University is presently to close the Urban Documentation Centre and will transfer some of this collection to the Mills Library. There is a need for a facility of this sort and perhaps a joint venture with the Public Library and McMaster University could be arranged.

The City currently is investigating geographic information systems through the PARCIL Project, and the issue of information management in light of the Freedom of Information Act. It seems timely for the City to build upon these initiatives and address municipal information management on an organization-wide basis, perhaps with the goal in mind of establishing a Municipal Information Management Plan. CAPIC would welcome and support such action.

RECOMMENDATION

That the Planning and Development Committee consider giving authorization to undertake a City of Hamilton Municipal Information Management Plan that would address, among other things:

- i) automated information management systems cross-indexed between departments;
- ii) storage, access and timely retrieval of archived materials;
- iii) policy implementation monitoring and historical trend analysis needs;
- iv) citizen access to public information;
- v) the establishment of a municipal information clearing house; and,
- vi) co-ordination with the PARCIL Project and the requirements of the Freedom of Information Act.

Charles Forsyth
CAPIC Vice-Chairman

MH:CS
0330P

CA 40NHBL A05
C51P4C
1989



CENTRAL AREA PLAN IMPLEMENTATION COMMITTEE

CITY HALL, 71 MAIN STREET WEST, HAMILTON, ONTARIO, L8N 3T4

NOTICE OF MEETING

Friday, September 15, 1984

9:00 a.m.

City Hall

Room 233

URBAN MUNICIPAL
AUG 24 1989
GOVERNMENT DOCUMENTS

David Godley, Capic Co-ordinator
(526-4229)

AGENDA

1. Vice-Chairperson's Remarks - Charles Forsyth
2. Members Reports (two minutes maximum)
3. Minutes of meetings held June 16, 1989 and June 28, 1989 (attached)
4. Matters arising from the Minutes (attached)
5. Central Area Plan Implementation Strategy update (attached). Presentation by Mark Hornell. (FOR INFORMATION AND DISCUSSION)
6. Central Area Development update (attached). Presentation by Mark Hornell. (FOR INFORMATION AND DISCUSSION)
7. Central Business District Study update. Presentation by David Godley. (FOR INFORMATION AND DISCUSSION)
8. Overview of the PARCIL project. Presentation by Stuart Roxborough. (FOR INFORMATION AND DISCUSSION)
9. Information needs and issues update - Committee agenda monitoring. (FOR DISCUSSION AND ACTION)
10. Information and other business.
11. Agenda and time for next meeting.

Colour Key

Use	Blue
Form	Buff
Movement	Green
Economy/Health	Pink
Implementation/Administration/Other	White

URBAN MUNICIPAL
AUG 24 1989
GOVERNMENT DOCUMENTS

I.

CENTRAL AREA PLAN IMPLEMENTATION COMMITTEE

CITY HALL, 71 MAIN STREET WEST, HAMILTON, ONTARIO, L8N 3T4

MINUTES

CENTRAL AREA PLAN IMPLEMENTATION COMMITTEE

CITY HALL

ROOM 233

FRIDAY, JUNE 16, 1989

MEMBERS ATTENDING

Arthur Lomax	Hamilton Automobile Club
Helen Nemeth	Beasley Neighbourhood
Diane Brown	Hamilton and District Chamber of Commerce
Russell Elman	Durand Neighbourhood Association
Francois Roesch	Corktown-Stinson
Kay Nolan	Separate School Board
Gloria DeSantis	Social Planning and Research Council
Ozzie Ferguson	United Senior Citizens of Ontario
Gil Simmons	North End Neighbourhoods

REGRETS

Gabriel Etele	Downtown B.I.A.
Mark Boyak	Hamilton Real Estate Board
Charles Forsyth	Vice-Chairperson
Ann Stewart	Hamilton Board of Education
Bruce Rankin	Hamilton Society of Architects
John Eyles	McMaster University
Ald. David Christopherson	

STAFF

David Godley	Local Planning
Mark Hornell	Local Planning
Mary-Lou Turner	Regional Planning
Dale Blacklock	Local Planning
Brett Salmon	Local Planning
Jacqueline McNeilly	Community Development

VICE-CHAIRMAN'S REMARKS

1. The Committee elected Russell Elman to the Chair in Charles Forsyth's absence. Russell ascended the Chair and asked the Committee's indulgence to step out of the Chair on occasion. Russell welcomed everyone and had staff introduce themselves.

MEMBERS' REPORTS

2. Kay Nolan reported on the Durand Neighbourhood Association's Annual General meeting. Issues of particular concern are the temporary closure of James Mountain Road, partial demolition of St. Mark's Anglican Church, and the infill development at 65 Markland Street.
3. David Godley said that 65 Markland Street has four lots of record, subdivided ages ago, on which it is possible to build without a severance. The new house is being built on a 42-foot lot. The remainder of the lot is divided into three lots of record and the possibility that the existing house might be demolished to permit construction of three single-family houses should not be overlooked. David suggest that the matter of the existing house be addressed by LACAC.
4. Russell Elman moved that the matter of 65 Markland Street be referred to LACAC and the Planning Department to consider ways of protecting the existing house. **CARRIED (ACTION - MARK HORNELL)**
5. Kay Nolan requested that staff gather any information available on the closure of James Mountain Road and convey it to CAPIC.
(ACTION - MARK HORNELL)
6. Helen Nemeth reported that a neighbourhood association may be formed in Beasley in July. Helen requested information on the storage of heavy equipment and debris on the lot between 170 and 190 Wilson Street. Helen also requested that staff report on the apparent closure of a public alleyway at 211 Rebecca Street. **(ACTION - MARK HORNELL)**
7. Gloria DeSantis reported on the formation of a technical steering committee comprising Regional Social Services, Local Planning, CMHC, SPRC, to oversee the production of a Regional Housing Statement and other housing initiatives. Gloria noted this body is not the same as the Regional Chairman's Housing Task Force.
8. Russell Elman reported on the proposed redevelopment of St. Mark's Anglican Church on Hunter Street and Bay Street for assisted housing and offices. At issue is the loss of green space and the visual impact of the proposed project (and the possible City Hall expansion) on the Central Area. An ad hoc Task Force is being coordinated by the Durand Neighbourhood Association to help ensure proper planning for the site. Russell asked the Committee if CAPIC could nominate a representative to this Task Force.

9. Gil Simmons suggested the matter be deferred to Other Business.

MONITORING COMMITTEE AGENDAS

10. Gloria DeSantis asked the members for comments on the proposed list of committees to be monitored.
11. Art Lomax suggested adding the Engineering Services Committee. Art noted it will be difficult to have CAPIC members attend all the committee meetings.
12. Ozzie Ferguson suggested the minutes of the Senior Citizens' Centre Feasibility Study Steering Committee should be added to the list.
13. Russell Elman requested staff to have CAPIC formally placed on the circulation lists of all the committees noted on the list prepared by Gloria DeSantis. (ACTION - MARK HORNELL)

PHASE IIIA OF THE DOWNTOWN HAMILTON ACTION PLAN

14. Jacqueline McNeilly reviewed the history of the core redevelopment area and the DuToit Plan. After 1983, a four-phase redevelopment process was initiated, part of which was the gateways concept. The 1986 design was tabled and the current report is proposing a two-stage competition to determine a new design. Jacqueline requested that CAPIC provide comments. The design competition is scheduled.
15. Gil Simmons asked if the location of the proposed gateways could be changed and suggested that the James Street gateway should be moved to the vicinity of the C.N. station.
16. Art Lomax said it would be better to spend money on the overall appearance of the core area than on artificial gateways that would be left behind as the core area expands.
17. Francois Roesch said he is disappointed that no lands south of Main Street are considered part of the core.
18. Jacqueline McNeilly said the location of the gateways has not been conclusively established; the gateway concept could include the idea of a processional route.
19. David Godley suggested that more than one architect design the gateways.
20. Jacqueline McNeilly said this would be costly, but wouldn't be ruled out.

21. Art Lomax said that nothing should be done with the gateways until the results of the CBD study are in.
22. Gil Simmons stressed the need for emphasis on the North-South, Bay-Escarpment axis to counteract the existing east-west axis. Gil said the gateways could be a dense planting of mature trees instead of a structure.
23. Francois Roesch expressed concern about the Main Street West-Dundurn Street area, which is a major entryway into the city and is visually very unappealing.
24. Gil Simmons said it is important to remember that gateways go two ways, into the core area and out of the core area.
25. Art Lomax suggest the word "gateway" gives too narrow a mental image.
26. Francois Roesch stated if one wants something beautiful, one has to spend money.

PERIMETER ROAD PUBLIC INFORMATION SESSIONS

27. Mark Hornell gave a brief overview of the June 8, 1989, evening public information session and circulated copies of the informaton package made available at that time.
28. David Godley suggested having Ted Gil give a presentation on the results of the public workshops.
29. Gil Simmons said that CAPIC needs to meet before September on the Perimeter Road and its implications.
30. Art Lomax said CAPIC needs to find out how soon a meeting can be arranged with Ted Gill that is mutually productive.
31. Russell Elman requested staff to arrange a meeting with Ted Gill for the last week of June to brainstorm ideas on the Perimeter Road.

(ACTION - MARK HORNELL)

WATERFRONT PARK UPDATE

32. Mark Hornell gave a brief overview of the status of the waterfront park, noting the interest of the Steel Science Technology Museum on the site, the increased cost to implement the waste management plan, and the City's attempts to secure additional Provincial and later, Federal funding.

IMPLEMENTATION STRATEGY

33. Mark Hornell outlined the problems with staff that have constrained progress on the implementation strategy and requested the members to give in their comments on the original set of implementation schedules as soon as possible. Mark noted the Hamilton Harbour Commissioners and C.N. Rail will be appealing O.P.A. #66.
34. David Godley said the implementation strategy will be ready for the September meeting.
35. Art Lomax requested the time and place of the O.M.B. hearing.
(ACTION - MARK HORNELL)

INFORMATION NEEDS AND ISSUES

36. Mark Hornell introduced the draft memorandum to the Planning and Development Committee and requested the Committee's consideration.
37. Moved by Gil Simmons, seconded by Kay Nolan, that the memorandum be forwarded on to the Planning and Development Committee as presented.
(CARRIED) (ACTION - MARK HORNELL)

MINUTES

38. Kay Nolan requested that Item 2 of the May 19, 1989, minutes be amended to read: "The Board would like to remain in the Central Area and has looked at several alternatives, one of which is renting space in the proposed Regional Headquarters building.
39. Moved by Gil Simmons that the minutes be adopted as amended.
(CARRIED)

INFORMATION AND OTHER BUSINESS

40. Mark Hornell reported that Alderman Christopherson has delegated signing authority to the Vice-Chairperson.
41. Mary-Lou Tanner reported that Regional Council voted to rescind its agreement with the developer of the proposed Regional Plaza project and is considering other sites, including City Hall.

42. Russell Elman suggested that staff draft a report to the Planning and Development Committee on the Regional Headquarters Project in the overall context of the Central Area Plan, as a contribution to the locational decision-making process. (ACTION - MARK HORNELL)
43. David Godley said staff could itemize policies from the Central Area Plan relevant to the St. Mark's Anglican Church issue and make these available to the ad hoc Task Force. (ACTION - MARK HORNELL)
44. Diane Brown volunteered to represent CAPIC on the St. Mark's Anglican Church Task Force.

NEXT MEETING

45. The next meeting is scheduled for 9 a.m., Friday, September 15, 1989, at City Hall, Room 233.

ADJOURNMENT

46. The meeting was adjourned at 12 noon.

MH:ND
A:CAPIC



CENTRAL AREA PLAN IMPLEMENTATION COMMITTEE

CITY HALL, 71 MAIN STREET WEST, HAMILTON, ONTARIO, L8N 3T4

MINUTES

CENTRAL AREA PLAN IMPLEMENTATION COMMITTEE

ROOM 233, CITY HALL

WEDNESDAY, JUNE 28, 1989

MEMBERS ATTENDING

Arthur Lomax
Diane Brown
Russell Elman
Kay Nolan
Gil Simmons
Charles Forsyth
Bruce Rankin

Hamilton Automobile Club
Hamilton and District Chamber of Commerce
Durand Neighbourhood Association
Separate School Board
North End Neighbourhoods
Vice-Chairperson
Hamilton Society of Architects

REGRETS

Gabriel Etele
Mark Boyak
Ann Stewart
John Eyles
Ozzie Ferguson
Gloria DeSantis

Downtown B.I.A.
Hamilton Real Estate Board
Hamilton Board of Education
McMaster University
United Senior Citizens of Ontario
Social Planning and Research Council

STAFF

David Godley
Mark Hornell
Mary-Lou Tanner
Ted Gill
Sylvia Renshaw

Local Planning
Local Planning
Regional Planning
Regional Engineering
Economic Development

1. Charles Forsyth introduced the purpose of the meeting to discuss the Perimeter Road options in light of the recent public information sessions and workshops.
2. Ted Gill gave a brief overview of the project status and then spent more time concentrating on alignment and interchange options from Wellington Street to Highway 403. Ted fielded questions from the Committee as he went through his presentation.
3. Russell Elman raised the idea of expanding the James Street bridge deck to accommodate other uses such as shops.
4. Gil Simmons raised concerns regarding the form and substance of noise abatement and safety structures proposed for the south side of Strachan Street, and the potential impact of these features on the neighbourhood.
5. Russell Elman asked whether it would be possible at a later date to deck over the entire depressed section of the roadway, as has been done in Boston, Paris and New York.
6. Ted Gill said the proposed design does not prevent the decking-over of the roadway in future.
7. Charles Forsyth said that it is important to communicate CAPIC's concerns to the Perimeter Road Project team and laterally to other relevant organizations.
8. Ted Gill said the north alignment option is essentially a dead letter due to the prohibitive cost of moving C.N.R. tracks (approximately \$30 million).
9. Gil Simmons said the area between Bay Street, Barton Street and Queen Street, including the Stelco 20-inch mill property, should be the subject of a special study to consider a range of development options.
10. Ted Gill noted that the Stelco mill site is owned by C.N.R. and operated by Stelco under a 99-year lease. Stelco is apparently considering moving the mill to another site for economic and production reasons.
11. Charles Forsyth summarized the Committee's concerns regarding noise and the impact on the shoreline and linear shoreline park of the various alignment options west of Dundurn Castle.
12. Gil Simmons suggested that the top section of the south side stepped alignment could be decked over with a linear park-boardwalk developed above, with noise barriers built into the design, similar to a portico.

13. Russell Elman suggested that the roadway could be split with two lanes connecting with Highway 403 near the Desjardins Canal and the other two lanes connecting with Highway 403 via a tunnel under the cemetery. This would require two partial interchanges on Highway 403, but would mitigate some noise problems and environmental problems associated with fill in Coutt's Paradise.
14. Ted Gill said he would calculate the possible costs of a split-stepped option and make the figures available at CAPIC.
15. Ted Gill said that the Bay-Barton South tunnel and structure options are the likely interchange alternatives for Bay Street.
16. Russell Elman suggested moving the on-off ramps further to the west in the vicinity of Queen Street to take advantage of additional access routes to/from the downtown, to minimize road widening needs on Barton Street, and to keep land clear for redevelopment in the Bay-Barton-Queen Streets area.
17. Charles Forsyth summarized the points raised and asked staff to prepare a memorandum from CAPIC to the Planning and Development Committee, with copies to the Engineering Services Committee detailing these concerns and issues.
(ACTION - MARK HORNEILL)
18. The meeting was adjourned at 12 noon with the next meeting scheduled for September 15, 1989.

MH:CS
0149P

E. A. SIMPSON
CITY CLERK

K. E. AVERY
DEPUTY CITY CLERK



du → MH

4

CITY HALL
HAMILTON, ONTARIO
L8N 3T4

THE CORPORATION OF THE CITY OF HAMILTON

OFFICE OF THE CITY CLERK

1989 June 26

Mr. Charles Forsyth
CAPIC Vice Chairman
City Hall
71 Main Street West
Hamilton, Ontario
L8N 3T4

c/o Mr. D. Godley, Planning Department

Dear Mr. Forsyth:

This will confirm that the Planning and Development Committee at its meeting held Wednesday, 1989 June 14 were in receipt of your letter dated 1989 June 7 respecting the Future Use of the Health Building Site at 74 Hunter Street East.

Please be advised that the Planning and Development Committee agreed to RECEIVE this correspondence.

I trust this confirmation is of assistance to the Central Area Plan Implementation Committee.

Yours very truly,

A handwritten signature in cursive script that reads "Susan K. Reeder".

Susan K. Reeder
Secretary
Planning and Development Committee

SKR:dbm

- c.c. - Alderman D. Christopherson, Chairperson
CAPIC
- Alderman J. Smith, Chairman
Planning and Development Committee
- Mr. V. Abraham, Director of Local Planning

F O R I N F O R M A T I O N

REPORT TO: SUSAN REEDER, SECRETARY
PLANNING AND DEVELOPMENT COMMITTEE

DATE: 1989 June 16
COMM FILE:
DEPT. FILE: P5-4-7-9

FROM: CENTRAL AREA PLAN IMPLEMENTATION COMMITTEE

SUBJECT:

Municipal Information Management.

BACKGROUND

As CAPIC attempts to monitor the implementation of the Central Area Plan, the lack of appropriate and timely information for effective monitoring is repeatedly encountered. CAPIC is putting in place procedures to gather and manage information it needs, but has only resources to do so in a provisional, ad hoc way. Information management systems that cross-index between departments that are comprehensive and permit easy access and retrieval of data are not in place. As a result, CAPIC spends far too much of its time trying to get good information rather than doing the job of monitoring implementation.

The City needs to begin addressing the issue of information management on an organization-wide basis. An automated, centralized information bank is badly needed. Such a system would permit monitoring of issues as they develop as well as allow trend analysis over the long term.

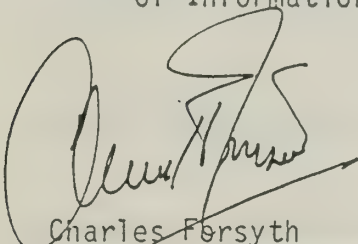
Information accessibility and ease of retrieval connects with citizen participation by letting people who want to know, easy and quick access to what they need to know. There is a need for an information clearing housing in City Hall that meets all of a citizen's information needs at one stop. This facility could function as a municipal government publications book store similar to Queen's Printers, as a civic notice board for hearings and meetings, and as a research archive. The Hamilton Public Library gathers some municipal documents, but not in a systematic way. McMaster University is presently to close the Urban Documentation Centre and will transfer some of this collection to the Mills Library. There is a need for a facility of this sort and perhaps a joint venture with the Public Library and McMaster University could be arranged.

The City currently is investigating geographic information systems through the PARCIL Project, and the issue of information management in light of the Freedom of Information Act. It seems timely for the City to build upon these initiatives and address municipal information management on an organization-wide basis, perhaps with the goal in mind of establishing a Municipal Information Management Plan. CAPIC would welcome and support such action.

RECOMMENDATION

That the Planning and Development Committee consider giving authorization to undertake a City of Hamilton Municipal Information Management Plan that would address, among other things:

- i) automated information management systems cross-indexed between departments;
- ii) storage, access and timely retrieval of archived materials;
- iii) policy implementation monitoring and historical trend analysis needs;
- iv) citizen access to public information;
- v) the establishment of a municipal information clearing house; and,
- vi) co-ordination with the PARCIL Project and the requirements of the Freedom of Information Act.



Charles Forsyth
CAPIC Vice-Chairman

MH:CS
0330P

CENTRAL AREA PLAN IMPLEMENTATION COMMITTEE

CITY HALL, 71 MAIN STREET WEST, HAMILTON, ONTARIO, L8N 3T4

P5-4-7-9

July 28, 1989

MEMBERS OF THE CENTRAL AREA PLAN
IMPLEMENTATION COMMITTEE

SUBJECT: CENTRAL AREA PLAN IMPLEMENTATION STRATEGY - UPDATE

At the March 27, 1989 CAPIC meeting, implementation schedules were presented that showed a breakdown of the policies in the Central Area Plan by goals, strategies and actions. The implementation schedules have been edited and additional actions include (indicated by a > symbol) from the original Implementation Strategy document. Actions that appear more than once are indicated by an * symbol. Responsibility for actions is identified with the following abbreviations:

P.D. - Planning and Development Department
S.S. - Social Services
Ec.D. - Economic Development Department
C.D. - Community Development Department
C.R. - Culture and Recreation Department
Building - Building Department
Eng. - Engineering Department
Traffic - Traffic Department

The full list of actions is given with a brief description of their scope and a rough estimation of staff-time required for completion, on the accompanying Consolidated List of Actions.

A number of things remain to be done:

1. The current status of all the actions needs to be determined in co-operation with the responsible departments. Some actions are being implemented while others have not received formal commitment in departmental work programs.
2. Gaps in the implementation schedule need to be addressed, in particular, places where strategy statements are not supported by specific actions. In particular, these are:

Form: goal 2 - strategy 3

Use: goal 5 - strategy 3

goal 7 - strategy 4

Economy: goal 2 - strategy 1 and 2

As well, there is no goal statement for the category labelled health. CAPIC and the appropriate responsible departments may want to give some thought to these gaps.

3. The actions need to be ranked by order of priority and arranged according to a five year implementation timetable. To do this, individual project sheets need to be drawn up for each action that gives details of scope, staff time and budget implications. These details must be established in co-operation with the appropriate responsible department.
4. Commitments to have actions adopted into work programs needs to be obtained from the various responsible departments.

Mark Hornell
CAPIC Secretary

MEH/dkp:nd

A:\CAPIC.LET

CENTRAL AREA PLAN IMPLEMENTATION SCHEDULE

FORM - **GOAL 2:** Ensure a high standard of architectural and urban design that exhibits functional integration with surroundings and energy conservation.

INITIATIVE	RESPONSIBILITY	STATUS	FOLLOWUP
Strategy 1: Encourage a mix of commercial, residential and institutional uses and buildings. Action: Adopt performance standards for the consideration of zoning and site plan applications*	P.D.		
Strategy 2: Promote the development of innovative, low-rise, medium density, energy efficient buildings. Action: Do a study to determine safety features for new development.	P.D./Building		
Strategy 3: Encourage the siting of institutional uses adjacent to one another.			
Strategy 4: Encourage the provision of art in appropriate public places.			
Action: Establish an arts policy and implementation program.	C.R.		
Strategy 5: Encourage innovative building design, layout and site planning.			
Action: Apply site plan control throughout the Central Area.*	P.D.		
Action: Establish architectural and urban design guidelines for the Central Area.*	P.D.		
Strategy 6: Encourage the maintenance of vacant property.			
Action: Increase enforcement of the Property Standards By-law.	Building		
Strategy 7: Encourage the relocation of railway tracks not requiring a Central Area location.			
Action: Do a study on the relocation of surplus rail lines and the future use of these lands.	P.D.		

CENTRAL AREA PLAN IMPLEMENTATION SCHEDULE

FORM - GOAL 3: Preserve existing open space.

INITIATIVE	RESPONSIBILITY	STATUS	FOLLOWUP
<p>Strategy 1: Expand and integrate existing parks and open space with other uses and activities.</p> <p>Action: Explore new concepts in public open space.*</p> <p>Action: Give areas designated parks and open space high priority for development.*</p> <p>Strategy 2: Set aside areas for integrated park and residential development.</p> <p>Action: Apply site plan control throughout the Central Area.*</p> <p>Action: Investigate alternative uses for undeveloped vacant space in the Central Area.*</p> <p>Action: Carry out a tree study.*</p>	<p>C.R./P.D.</p> <p>C.R./C. D.</p> <p>P.D.</p> <p>P.D.</p> <p>P.D.</p>		

CENTRAL AREA PLAN IMPLEMENTATION SCHEDULE				
FORM -	GOAL 4: Preserve important views of the Escarpment, the Bay and architecturally significant structures.			
INITIATIVE	RESPONSIBILITY	STATUS	FOLLOWUP	
Action: Apply site plan control throughout the Central Area.*	P.D.			
Action: Identify and rank buildings and districts of historic value for protection, enhancement and designation under the Ontario Heritage Act.*	P.D.			
Action: Review standards and policies for potential conflict with preservation.*	P.D.			
Action: Prepare guidelines for the use of the development rights transfer mechanism.*	P.D.			
Action: Give key locations special design attention including York Blvd. and Gore Park.*	P.D.			
Action: Review the zoning by-law and amend to conform with the Central Area Plan.*	P.D.			
Action: Establish architectural and urban design guidelines for the Central Area.*	P.D.			
Action: Prepare an Escarpment Master Plan.*	P.D.			

CENTRAL AREA PLAN IMPLEMENTATION SCHEDULE

CENTRAL AREA PLAN IMPLEMENTATION SCHEDULE				
FORM -	GOAL 5: Mitigate adverse micro-climatic effects on pedestrians.			
	INITIATIVE	RESPONSIBILITY	STATUS	FOLLOWUP
Strategy 1:	Encourage the integration of building facades and sidewalk areas taking into account existing setbacks and setback areas for pedestrians.			
	Action: Improve the downtown urban transit mall as required.*	P.D.		
	Action: Apply site plan control throughout the Central Area.*	P.D.		
	Action: Give key locations special design attention including York Blvd. and Gore Park.*	P.D.		
	Action: Review the zoning by-law and amend to conform to the Central Area Plan.*	P.D.		
	Action: Establish architectural and urban design guidelines for the Central Area.*	P.D.		
	Action: Carry out a Tree Study.*	P.D.		

CENTRAL AREA PLAN IMPLEMENTATION SCHEDULE

FORM - **GOAL 6: Ensure that new buildings are compatible with the scale, height and proportions of nearby heritage buildings.**

INITIATIVE	RESPONSIBILITY	STATUS	FOLLOWUP
<p>Action: Apply site plan control throughout the Central Area.*</p> <p>Action: Review standards and policies for potential conflicts with preservation.*</p> <p>Action: Prepare guidelines for the use of the development rights transfer mechanism.*</p> <p>Action: Establish a sign by-law.</p> <p>Action: Establish architectural and urban design guidelines for the Central Area.*</p>	<p>P.D.</p> <p>P.D.</p> <p>P.D.</p> <p>P.D.</p> <p>P.D.</p>		

CENTRAL AREA PLAN IMPLEMENTATION SCHEDULE

FORM - GOAL 7: Preserve buildings and districts that are of recognized cultural value and /or contribute to the significance of the Central Area.

INITIATIVE	RESPONSIBILITY	STATUS	FOLLOWUP
Strategy 1: Encourage compatible uses with existing schools and alternate uses for closed schools. Action: Explore new concepts in public open space.*	P.D./C.R.		
Strategy 2: Encourage designation of heritage districts and other conservation policies as determined through special studies.			
Action: Implement the James North Heritage Study recommendations.	P.D.		
Action: Identify and rank buildings and districts of historic value for protection, enhancement and designation under the Ontario Heritage Act.*	P.D.		
Action: Determine policies for maintenance and conservation, controls and incentives for heritage buildings and districts, and control over demolition.	P.D.		
Action: Review standards and policies for potential conflicts with preservation.*	P.D.		
Strategy 3: Encourage adaptive re-use of old and new buildings as an alternative to demolition.			
Action: Amend the zoning by-law to conform with the Central Area Plan.*	P.D.		
Action: Preserve any valuable architectural features when a heritage building is demolished.	P.D.		
Action: Establish a heritage conservation award.	P.D.		
Action: Prepare a report outlining the benefits of heritage designation.	P.D.		

CENTRAL AREA PLAN IMPLEMENTATION SCHEDULE

USE - GOAL 1: Direct new multi-purpose, mixed-use projects to the downtown core with special emphasis placed on residential components.

INITIATIVE	RESPONSIBILITY	STATUS	FOLLOWUP
<p>Strategy 1: Encourage residential development with special incentives and land acquisition.</p> <p>Action: Prepare guidelines for the use of development rights transfer mechanism.*</p> <p>Action: Evaluate participation in housing and neighbourhood renewal programs sponsored by senior levels of government.</p> <p>General Actions:</p> <p>> Action: Draw up terms of reference for a Central Business District study.</p> <p>> Action: Implement the Hamilton Housing Development Incentives Program.</p> <p>> Action: Amend the Zoning By-law to conform with the Central Area Plan.*</p> <p>> Action: Prepare a Central Area Transportation Strategy.*</p>	<p>P.D.</p> <p>P.D.</p> <p>P.D.</p> <p>P.D.</p> <p>P.D.</p> <p>P.D./Traffic</p>		

CENTRAL AREA PLAN IMPLEMENTATION SCHEDULE			
USE - GOAL 2: Provide alternative foci to Jackson Square.			
	INITIATIVE	RESPONSIBILITY	STATUS FOLLOWUP
Strategy 1:	Encourage expansion of existing commercial, industrial, multiple residential, institutional and recreational uses.		
Action:	Establish a mixed-use anchor on King Street East.*	P.D./Ec. D.	
Action:	Give areas designated parks and open space high priority for development.*	C.R./C.D.	
Action:	Give high priority to Waterfront park development.*	C.D.	
>	Action: Draw up terms of reference for a Central Business District study.*	P.D.	
>	Action: Amend the Zoning By-law to conform to the Central Area Plan.*	P.D.	
>	Action: Review and update the Downtown Action Plan.*	P.D./C.D.	
>	Action: Prepare a Central Area Transportation Strategy.*	P.D. /Traffic	

CENTRAL AREA PLAN IMPLEMENTATION SCHEDULE				
USE - GOAL 3: Link activities at the centre of the downtown core with Wellington Street.				
INITIATIVE	RESPONSIBILITY	STATUS	FOLLOWUP	
Action: Establish a mixed-use anchor on King Street East.* Action: Review and update the Downtown Action Plan.*	P.D./Ec. D. P.D./C.D.			

CENTRAL AREA PLAN IMPLEMENTATION SCHEDULE				
USE - GOAL 4: Preserve viable dwelling units.				
INITIATIVE	RESPONSIBILITY	STATUS	FOLLOWUP	
Strategy 1: Encourage appropriate housing rehabilitation, infilling and intensification. > Action: Undertake a housing intensification study. > Action: Evaluate participation in housing and neighbourhood renewal programs sponsored by senior levels of government.* Strategy 2: Encourage conversion of underutilized commercial space to residential use. Action: Amend the zoning by-law to conform with the Central Area Plan.*	P.D. P.D./C.D. P.D.			

CENTRAL AREA PLAN IMPLEMENTATION SCHEDULE

USE - GOAL 5: Attract people during non-working hours.

INITIATIVE	RESPONSIBILITY	STATUS	FOLLOWUP
Strategy 1: Provide more recreational facilities and services in the Central Area. Action: Categorize parks and open space by use and function hierarchically.* Action: Form a pedestrian corridor linking the Bay to the Escarpment.* Action: Provide a bicycle path system in the Central Area.* Action: Explore new concepts in public open space.* Action: Give areas designated parks and open space high priority for development.* Action: Give high priority to Waterfront park development.* Action: Implement the recommendations of the Culture and Recreation Master Plan. Action: Draw up terms of reference for an indoor leisure centre feasibility study.	P.D./C.R. P.D. C.R. P.D. C.R./C.D. C.D. C.R. P.D./C.R.		
Strategy 2: Encourage establishment of cultural activities in the Central Area. Action: Carry out a cultural events programming study. Action: Construct an outdoor skating rink in the downtown core.	C.R. C.R.		
Strategy 3: Encourage the establishment of convenient shopping hours in the Central Area.			

CENTRAL AREA PLAN IMPLEMENTATION SCHEDULE

USE - GOAL 6: Make areas with many elderly residents more convenient and accessible.

INITIATIVE	RESPONSIBILITY	STATUS	FOLLOWUP
<p>Strategy 1: Encourage social service agencies, health and governmental services and recreational facilities, and other institutional uses to locate and expand in the Central Area.</p> <p>Action: Establish a mechanism to determine the best future use for closed school sites (Central Area School Study).*</p> <p>Action: Encourage the location of a senior citizens centre in the Central Area.</p> <p>> Action: Draw up terms of reference for a community social services study for the Central Area.</p> <p>> Action: Draw up terms of reference for a senior citizens's facilities and services study.</p> <p>Other Actions</p> <p>> Action: Implement the Durand Neighbourhood Plan.</p>	<p>P.D.</p> <p>P.D.</p> <p>S.S.</p> <p>C.R.</p> <p>P.D.</p>		

CENTRAL AREA PLAN IMPLEMENTATION SCHEDULE

USE - GOAL 7: Preserve and enhance existing residential neighbourhoods.				
INITIATIVE	RESPONSIBILITY	STATUS	FOLLOWUP	
Strategy 1: Maintain and augment existing community capital facilities and services. Action: Establish a mechanism to determine the best future use for closed school sites (Central Area School Study). Action: Revise zoning by-law standards for conversions and uses in existing structures. Action: Investigate ways to maintain school enrollment levels (Central Area School Study).	P.D. P.D. P.D.			
Strategy 2: Encourage after-hours use of schools and other appropriate institutional facilities as social, recreational and community centres. Action: Explore new concepts in public open space. Strategy 3: Encourage a variety of housing types and forms of tenure for all income levels areas designated Neighbourhood Residential. Action: Amend the zoning by-law to conform with the Central Area Plan.	P.D. P.D.			
Strategy 4: Encourage appropriate social housing. Strategy 5: Discourage High rise development in predominately low rise areas. Action: Implement the Durand Neighbourhood Plan. Action: Review neighbourhood plans in the Central Area.	P.D. P.D.			

CENTRAL AREA PLAN IMPLEMENTATION SCHEDULE				
USE -	GOAL 8: Use harbour Commission lands for waterfront recreation and open space when no longer needed for shipping and navigation.			
INITIATIVE		RESPONSIBILITY	STATUS	FOLLOWUP
Action: Categorize parks and open space in the Central Area by use and function.*		P.D.		
Action: Explore new concepts in public open space.*		P.D.		
Action: Give high priority to Waterfront park development.*		C.D.		
Action: Carry out a Waterfront/C.B.D. complementarity study.		P.D.		

CENTRAL AREA PLAN IMPLEMENTATION SCHEDULE				
MOVEMENT -	GOAL 1: Minimize traffic disturbance and enhance residential amenity.			
INITIATIVE	RESPONSIBILITY	STATUS	FOLLOWUP	
Strategy 1: Encourage through traffic along major roads only. Action: Prepare a transportation strategy for the Central Area. Strategy 2: Reroute vehicular traffic, especially truck traffic, away from the downtown core. Action: Establish a new transportation route to linking Burlington Street west to Highway 403 that reflects the goals of the Central Area Plan. Strategy 3: Provide improved public and private parking facilities. Action: Review on-street parking in the Central Area. Strategy 4: Expand the pedestrian network including +15, sidewalks and communal areas. Action: Establish a pedestrian corridor linking the Escarpment to the Bay.* Action: Provide a bicycle path system in the Central Area.* Other Actions:	P.D./Traffic Eng. P.D./Traffic P.D. P.D. C.R. C.R./C.D. P.D.			
Action: Provide bicycle storage racks throughout the Central Area. Action: Establish a program to screen and buffer all municipal parking lots.				

CENTRAL AREA PLAN IMPLEMENTATION SCHEDULE

MOVEMENT - GOAL 2: Ensure the downtown core remains the primary focal point for improved transit links to other parts of the Region and beyond.

INITIATIVE	RESPONSIBILITY	STATUS	FOLLOWUP
<p>Strategy 1: Improve commuter and inter-city rail and bus service linking Hamilton with Toronto and other centres.</p> <p>Action: Provide a multi-modal transportation terminal at the Canadian Pacific (TH&B) station.</p> <p>Action: Improve the downtown urban transit mall as required.*</p> <p>Action: Establish direct transit links from the downtown to Hamilton airport.</p> <p>Action: Conduct experimental programs to increase transit use.</p>	<p>H.S.R.</p> <p>P.D.</p> <p>Ec. D./H.S.R.</p> <p>H.S.R.</p>		

CENTRAL AREA PLAN IMPLEMENTATION SCHEDULE

ECONOMY - **GOAL 1: Consolidate existing commercial development in the downtown core.**

INITIATIVE	RESPONSIBILITY	STATUS	FOLLOWUP
Strategy 1: Promote the downtown as an office, retail and concentrated commercial location. > Action: Establish a data bank for commercial and industrial properties in the Central Area. > Action: Identify funding sources and programs for commercial upgrading. > Action: Carry out a street vendors study. > Action: Develop an industrial strategy for the Central Area. Strategy 2: Encourage the formation of new anchors and nodes in the downtown core. Action: Encourage establishment of a mixed-use anchor on King Street East. > Action: Form an umbrella organization for downtown B.I.A.'s. Strategy 3: Promote the Region as a tourist/convention location. > Action: Develop a tourism /convention promotion strategy. Strategy 4: Expand tourism facilities using existing infrastructure and amenities. Action: Undertake a multi-activity indoor recreation/leisure centre feasibility study.	P.D./Ec. D. C.D. P.D. P.D./Ec. D. P.D./Ec. D. C.D. Ec. D. P.D./C.R.		

CENTRAL AREA PLAN IMPLEMENTATION SCHEDULE

ECONOMY - GOAL 2: Strengthen the downtown core's role as a government centre.

INITIATIVE	RESPONSIBILITY	STATUS	FOLLOWUP
Strategy 1: Encourage the location and expansion of non profit organizations in the downtown core.	Ec. D.		
Strategy 2: Encourage federal and provincial governments to locate district offices in the downtown core.	Ec. D.		
Strategy 3: Encourage the use of Hamilton Civic Airport.			
> Action: Establish direct transit links between the downtown and Hamilton airport.	Ec. D. / H.S.R.		

CENTRAL AREA PLAN IMPLEMENTATION SCHEDULE				
HEALTH -	GOAL:			
	INITIATIVE	RESPONSIBILITY	STATUS	FOLLOWUP
	<p>Strategy 1: Encourage appropriate authorities to improve programs to reduce pollution.</p> <p>> Action: Take steps to separate sanitary and storm sewers in the Central Area.</p> <p>> Action: Enforce the noise control by law.</p> <p>Other Actions:</p> <p>Action: Examine opportunities for improving the quality of life of residents.</p> <p>> Action: Draw up terms of reference for a Central Area community social services study.</p> <p>> Action: Establish a citizen and community group in participation policy.</p> <p>> Action: Establish a municipal information centre in City Hall.</p> <p>> Action: Carry out a Special Needs study for the Central Area.*</p>	<p>Eng.</p> <p>Eng.</p> <p>P.D.</p> <p>S.S.</p> <p>P.D.</p> <p>P.D./Clerk's</p> <p>P.D.</p>		

CENTRAL AREA PLAN IMPLEMENTATION STRATEGY

CONSOLIDATED LIST OF ACTIONS

<u>ACTION</u>	<u>RESPONSIBILITY</u>	<u>ESTIMATED DAYS</u>	
		<u>FOR LOCAL PLANNING</u>	<u>TENTATIVE PRIORITY</u>
Open Space Strategy - review new concepts in open space design for central city locations - classify parks and open space by use and function - identify deficiencies in parks and open space - give areas designated parks and open space high priority for development in the five-year capital budget and city work programs	Local Planning in conjunction with Culture and Recreation and Community Development	150	3
Special Design Attention for Key Locations - district studies looking at future improvements for the following locations: Main Street West; King Street East; King William Street/John Street North; James Street South and North; Main Street East; John Street South; Hess Village/King Street West; (GO Terminus area being examined)	Local Planning	550	1, 2 and 3
Escarpment Master Plan - a plan to enhance the recreational, design and open space qualities of the escarpment.	Culture and Recreation in conjunction with Local Planning and Consultants	25	2
Central Area Pedestrian/Bikeway system - a study to identify appropriate routes and facilities that recommends implementation mechanism, and assesses budget impacts.	Local Planning	100	2

Performance Standards - develop comprehensive performance standards to implement the site plan control. - apply guidelines and introduce standards in zoning.	Local Planning	200	2
Safety in Urban Places - investigate ways to design crime-free environments - establish guidelines	Local Planning	100	3
Arts Policy and Implementation Program - establish an arts program for the Central Area that considers art in public places, including visual and performing arts and site-specific art work related to the architectural context.	Local Planning in conjunction with Culture and Recreation	100	3
Site Plan Control - apply site plan control as required by the Central Area Plan.	Local Planning	25	1
Development Rights Transfer Policy and Bonusing Guidelines - establish a policy that identifies criteria for the use of the development rights transfer mechanism and density bonus e.g. for the preservation of a historic building.	Local Planning	100	2
Architectural and Urban Design Guidelines - establish guidelines for the Central Area, its constituent neighbourhoods and specific key locations. - matters to be addressed include energy, streetscape treatments, lighting, utility lines, construction hoardings, sun and shadow, wind, pedestrian comfort, historical fit, viewsheds, pedestrian access, and the like.	Local Planning	400	1, 2 and 3
Increased Property Standards Enforcement - increase enforcement of property standards regulations in the Central Area.	Building Department		3

Surplus Rail Line Relocation Study	Local Planning	50	3
<ul style="list-style-type: none"> - determine the feasibility of relocating or removing surplus rail lines in the Central Area. - determine possible future uses for land made available. 			
Zoning By-law review	Local Planning	300	1, 2 and 3
<ul style="list-style-type: none"> - implement recommendation of high density residential study for "E" zones - review medium-density residential zones ("DE" and "RT") - review low-density residential zones ("B", "C", "D") and home occupations - review mixed use zones ("I", "HI", "CR") - review parking zoning 			
Urban Transit Mall Improvements	H.S.R. in conjunction with Local Planning	50	2
<ul style="list-style-type: none"> - investigate possible options for improving the appearance and function of the urban transit mall, including links to airport. 			
Building Sign Control By-law	Local Planning	150	2
<ul style="list-style-type: none"> - establish by-law to control the visual impact of commercial signs in the Central Area - draft by-law with consideration for architectural and urban design guidelines and district design studies. 			
Heritage Building and District Conservation Policies	Local Planning	150	1, 2 and 3
<ul style="list-style-type: none"> - review heritage conservation district priorities - prepare policies on district studies - review heritage conservation awards - prepare report and brochure on heritage designation benefits 			
Planning Act Amendments	Local Planning	100	2
<ul style="list-style-type: none"> - prepare a report on the Planning Act giving Council greater control over demolitions and present it to the Province - prepare a report giving Council greater visual control 			
Housing and Neighbourhood Renewal Program Evaluation	Community Development		2
<ul style="list-style-type: none"> - evaluate involvement in senior government housing and neighbourhood renewal programs such as P.R.I.D.E. - determine whether there are other programs that could be taken advantage of 			

Central Business District Study (ongoing)	Local Planning	100	1
<ul style="list-style-type: none"> - develop a strategy for multi-storey car parks - block-by-block design concepts and linkage options - streetscaping priorities - modify roads on an experimental basis; i.e., closure of Hess Village after 9 p.m. or Gore Park at lunch hour 			
Development Incentives Program	Local Planning in conjunction with Real Estate, Parking Authority and Economic Development Departments	300	1
<ul style="list-style-type: none"> - prepare planning briefs for public purposes and invite offers for land in conjunction with development schemes - investigate means of implementing King Street East anchor at Catharine Street. - investigate service facilities e.g., booking agencies, types of stores, lacking in the central area - investigate ways to encourage government offices, catering industry and other service sectors to locate in the central area - review of development levies 			
Central Area Transportation Strategy	Engineering and Traffic Department in conjunction with Local Planning		2
<ul style="list-style-type: none"> - carry out traffic and parking studies for all neighbourhoods in the Central Area - determine measures to reduce through traffic in residential neighbourhoods - examine alternatives for creating better pedestrian environments and better traffic flows in the CBD 			
Waterfront Park Development	Community Development		1
<ul style="list-style-type: none"> - give priority to waterfront park development in the five-year capital budget and departmental work programs 			
Downtown Action Plan	Local Planning Community Development	25	2
<ul style="list-style-type: none"> - review the downtown action plan in light of the recommendations of the Central Business District Study 			

Housing Intensification Study (to be completed shortly)	Local Planning		1
- investigate options for residential redevelopment, conversion and infill			
- recommend regulatory changes to encourage residential intensification			
Indoor Leisure Centre Feasibility Study	Culture and Recreation		3
- draw up terms of reference for a study looking into the feasibility of establishing an indoor leisure centre in the Central Area	Local Planning		
- prepare needs and demand analysis			
Events Programming Study	Culture and Recreation		3
- carry out a study investigating the programming of cultural events in the Central Area			
- develop events programming recommendations			
Senior Citizens' Facility and Services Study	Culture and Recreation	100	1
- draw up study terms-of-reference			
- investigate the feasibility of establishing a senior citizens' centre in the Central Area (ongoing)			
Community Social Services Study	Regional Social Services	100	3
- draw up terms of reference for a community social services study e.g., day care, group homes			
Central Area School Study	Local Planning	50	3
- carry out a study that investigates ways to maintain school enrollment levels and possible alternative uses for surplus schools			
Burlington Street-Highway 403 Artery	Engineering Department		1
- construct an artery linking Burlington Street with Highway 403			
Experimental Transit Programs	H.S.R.		2
- establish a program to test on an experimental basis, alternative ways to increase transit use			
Central Area Industrial Strategy	Local Planning	100	3
- develop a strategy for industrial development in the Central Area			
- study incentives to encourage industrial expansion and location in the Central Area			

Commercial/Industrial Data Bank	Regional Planning		3
- establish a computerized ledger of vacant commercial and industrial space in the Central Area	Economic Development		
Commercial Upgrading Programs	Community Development		2
- investigate commercial upgrading programs offered by senior levels of government			
Downtown B.I.A. Umbrella Organization	Community Development		2
- reinforce the umbrella organization for downtown B.I.A.'s			
Image Enhancement	Economic Development		1
- develop a tourism/convention promotion strategy	Regional Planning		
- promote central area in and beyond Hamilton			
- develop a strategy for attracting investment in the downtown			
Sanitary-Storm Sewer Separation	Engineering Department		2
- investigate the feasibility of sanitary-storm separation			
- recommend actions and timetable for implementation			
Noise Control By-law Enforcement	Engineering Department		2
- enforce more stringently the noise control by-law in the Central Area			
Quality of Life Improvements	Local Planning	200	2
- investigate ways of improving quality of life in the Central Area, including identifying convenience facilities needed and examining the clutter, building cleaning, wirescape, derelict buildings, vacant lands			
Citizen Involvement Process/Information availability	Local Planning	200	1
- establish a formal policy and process to involve citizens and community groups in the municipal decision-making process			
- develop policies for making information available to the public			

Central Area Neighbourhood Plans Review	Local Planning	600	1
- review and update the following neighbourhood plans: Corktown-Stinson; Beasley; Central; North End East; and North End West			
Durand Plan Implementation	Local Planning	100	1
- implement the policies of the Durand Neighbourhood Plan through an advisory committee			
Alleyway Beautification	Local Planning	150	3
- implement the recommendations of the alleyway beautification program			
Waterfront/CBD Complimentarity Study	Local Planning	100	2
- carry out a study to investigate complimentarity in terms of physical linkages and facilities			
Tree Study	Local Planning	50	3
- carry out a study of trees in the Central Area			
- make recommendations respecting tree preservation, replacement			
- recommend a tree planting program			
Street Vendors' Study	Local Planning	25	3
- a study to investigate the impact of street vendors on commercial establishments in the Central Area			
- recommend policies on street vending			
Special Housing Needs Study	Local Planning	150	2
- a study to investigate the special needs of singles, the homeless, the physically handicapped, the mentally handicapped, parents and children			
- aspects to address include accessibility, emergency housing, group homes and day care			
Central Area Plan Review	Local Planning	100	3
- a review of the Central Area Plan to test its relevance will be needed after a number of years			
Development Corporation Investigation	Local Planning	25	2
- The City of Edmonton has a Development Corporation known as PRIDE. A similar set-up could be appropriate for Hamilton's Central Area			

Cash-in-Lieu of Parking	Local Planning	125	1
- Review of the working of the policy and its application to residential is required	in conjunction with Traffic		
- Parking standards should be reviewed, too			
Central Area Futures	Local Planning	200	2
- An examination of trends and issues in central areas and a comparative analysis with other central areas			
Real Estate Ledger	Economic Development		2
up-to-date register of commercial properties available in the central area	Department		
Central Area Plan Follow-up	Local Planning	25	1
- requests to various departments for studies			
- an awareness bulletin for circulation			
		<hr/>	
	Total	5,600 days	

DG:MH:CS

A:\CAPIC

CENTRAL AREA: DEVELOPMENT STATUS REPORT

FILE: DA89-54

DATE: MAY 30 / 89.

LOCATION: 33 WELLINGTON ST. N. (BEASLEY).

APPLICANT: CANADIAN SOCIETY OF LABORATORY TECHNOLOGISTS.

EXISTING ZONING: "CR-3" (COMMERCIAL-RESIDENTIAL).

EXISTING LAND USE: VACANT LAND.

PROPOSAL: 2 STOREY BRICK OFFICE BUILDING (NATIONAL HEADQUARTERS), 1215 M², 13 AT GRADE PARKING STALLS PLUS ONE HANDICAPPED PARKING STALL. 420 M² OF PLANTED LANDSCAPE AREA.

PLANNING IMPLICATIONS: COMPLIES WITH THE INTENT OF THE CENTRAL AREA PLAN FOR THE KING STREET EAST AREA.

STATUS: - MAY 30 / 89 - CIRCULATED FOR COMMENTS.

CENTRAL AREA: DEVELOPMENT STATUS REPORT

FILE: DA89-56

SEE ALSO: DA83-20; A 83-82.

DATE: MAY 31 /89

LOCATION: 70 HESS ST. N. (CENTRAL).

APPLICANT: LOVES YORK PROPERTIES INC

EXISTING ZONING: "CR-3" (COMMERCIAL-RESIDENTIAL) AMENDED.

EXISTING LAND USE: BARN SUPERMARKET.

PROPOSAL: A ONE STOREY ADDITION TO THE NORTH SIDE OF THE EXISTING FOOD STORE, AND A TWO STOREY ADDITION TO THE SOUTH SIDE.

PLANNING IMPLICATIONS: PROPOSED LANDSCAPING WOULD IMPROVE THE APPEARANCE OF THE STRUCTURE AND SITE. THE NORTH ADDITION WOULD BRING THE BUILDING WALL CLOSER TO YORK STREET.

STATUS: MAY 31/89 - CIRCULATED FOR COMMENT.

CENTRAL AREA: DEVELOPMENT STATUS REPORT

FILE: ZA89-60

DATE: MAY 31/89

LOCATION: 186 HUNTER ST. E. (CORKTOWN)

APPLICANT: CARTER WELDING SUPPLIES.

EXISTING ZONING: "J" (LIGHT AND LIMITED HEAVY INDUSTRIAL)

EXISTING LAND USE: INDUSTRIAL SUPPLY BUSINESS.

PROPOSAL: REZONE TO PERMIT BUSINESS AND PROFESSIONAL OFFICES, WHOLESALE, RETAIL, WAREHOUSE.

PLANNING IMPLICATIONS: DESIGNATED FOR MEDIUM DENSITY APTS. IN NEIGHBOURHOOD PLAN. PROPOSAL WOULD BE MORE COMPATIBLE WITH SURROUNDING RESIDENTIAL AREA.

STATUS: MAY 31/89 - APPLICATION RECEIVED AND CIRCULATED FOR COMMENT.

CENTRAL AREA: DEVELOPMENT STATUS REPORT

FILE: Z189-62

DATE: JUNE 7/89.

LOCATION: 43, 45, 47, CAROLINE ST. N.; 57 NAPIER ST. (CENTRAL)

APPLICANT: VERNON SHORT FOR 819814 ONTARIO LTD.

EXISTING ZONING: "E-3" (HIGH DENSITY MULTIPLE DWELLING).

EXISTING LAND USE: VACANT LAND.

PROPOSAL: TEMPORARY RE-ZONING TO PERMIT PARKING (3 YEARS)

PLANNING IMPLICATIONS: DESIGNATED HIGH DENSITY RESIDENTIAL
IN NEIGHBOURHOOD PLAN.

STATUS: JUNE 7/89 - RECEIVED AND CIRCULATED FOR COMMENTS.

CENTRAL AREA: DEVELOPMENT STATUS REPORT

FILE: ZA89-67

DATE: JUNE 13 /89

LOCATION: 18 MAIN ST. E. (CORKTOWN) .

APPLICANT: PESANTIS GROUP INC.

EXISTING ZONING: "I" (CENTRAL BUSINESS DISTRICT ETC.)

EXISTING LAND USE: MUNICIPAL PARKING.

PROPOSAL: MIXED COMMERCIAL - RESIDENTIAL BUILDING
REQUIRING MODIFIED "I" DISTRICT.

PLANNING IMPLICATIONS: DESIGNATED COMMERCIAL ON NEIGHBOUR-
HOOD PLAN.

STATUS: JUNE 13/89 - RECEIVED AND CIRCULATED.

CENTRAL AREA: DEVELOPMENT STATUS REPORT

FILE: Z489-69.

DATE: JUNE 13, 1989.

LOCATION: 167 HUNTER ST. E. (CORKTOWN)

APPLICANT: CENTRE GATE PROPERTIES LTD.

EXISTING ZONING: "E-3" (HIGH DENSITY MULTIPLE DWELLINGS)
AMENDED.

EXISTING LAND USE: MULTIPLE-FAMILY APT. - CONDOMINIUM
UNDER CONSTRUCTION.

PROPOSAL: AMEND "E-3" REGULATIONS TO PERMIT A
PROFESSIONAL OFFICE IN THE EXISTING ONE STOREY
STONE DWELLING ON SITE.

PLANNING IMPLICATIONS: DESIGNATED MEDIUM DENSITY APT. IN
NEIGHBOURHOOD PLAN. PROPOSED USE COMPATIBLE WITH
RESIDENTIAL AREA.

STATUS: JUNE 13/89 - CIRCULATED FOR COMMENT.

CENTRAL AREA: DEVELOPMENT STATUS REPORT

FILE: 2A89-73

DATE: JUNE 16/89

LOCATION: 17 MAIN ST. W. (DURAND)

APPLICANT: 52 JAMES STREET SOUTH LTD.

EXISTING ZONING: "HI" (CIVIC CENTRE PROTECTED)

EXISTING LAND USE: VACANT LAND USED FOR PARKING.

PROPOSAL: "HI" MODIFIED TO PERMIT MULTIPLE DWELLING (RETIREMENT) AND RETAIL SHOPS INCORPORATING OLD BANK OF MONTREAL BUILDING.

PLANNING IMPLICATIONS: COMPLIES WITH THE INTENT OF THE C.A.P. THE DURAND NEIGHBOURHOOD PLAN WILL HAVE TO BE AMENDED.

STATUS: JUNE 16/89 - CIRCULATED FOR COMMENT.

CENTRAL AREA: DEVELOPMENT STATUS REPORT

FILE: 2A89-76.

DATE: JUNE 29, 1989.

LOCATION: 206-210 JACKSON STREET EAST. (CORKTOWN)

APPLICANT: FIRST PILGRIM UNITED CHURCH.

EXISTING ZONING: "E" (MULTIPLE DWELLINGS, LODGES CLUBS etc.).

EXISTING LAND USE: VACANT LAND.

PROPOSAL: "E" MODIFIED TO PERMIT SENIORS HOUSING WITH A MINIMUM OF 12 PARKING SPACES WITH MINIMUM FRONT AND SIDE YARD SETBACKS. 32,292 SQ FEET.

PLANNING IMPLICATIONS: THE PROPOSAL CONFORMS TO THE NEIGHBOURHOOD PLAN DESIGNATION (MEDIUM DENSITY APARTMENTS) AS WELL AS WITH THE INTENT OF THE CENTRAL AREA PLAN.

STATUS: - JUNE 29, 1989 - CIRCULATED FOR COMMENT.

CENTRAL AREA: DEVELOPMENT STATUS REPORT

FILE: DA89-66

DATE: JULY 12, 1989.

LOCATION: 185-191 HESS STREET NORTH (CENTRAL NEIGHBOURHOOD)

APPLICANT: GUY ROCCO AND JOSEPH CAMPANELLA.

EXISTING ZONING: "JJ" (RESTRICTED LIGHT INDUSTRIAL) AMENDED

EXISTING LAND USE: VACANT.

PROPOSAL: TWO STOREY MIXED COMMERCIAL - RESIDENTIAL BUILDING. (166 M²), 6 GRADE LEVEL PARKING STALLS AT REAR.

PLANNING IMPLICATIONS: NONE.

STATUS: JULY 4/89 - CIRCULATED FOR COMMENT.

CENTRAL AREA: DEVELOPMENT STATUS REPORT

FILE: DA89-70

DATE: JULY 12, 1989

LOCATION: 161 REBECCA STREET. (BEASLEY).

APPLICANT: A.J. DISILVESTRO.

EXISTING ZONING: "J/S - 473" (LIGHT AND LIMITED HEAVY INDUSTRY).
AMENDED.

EXISTING LAND USE: EXISTING COMMERCIAL BUILDING.

PROPOSAL: RENOVATIONS TO EXISTING URBEX MANAGEMENT
OFFICE AND STORAGE BUILDING.

PLANNING IMPLICATIONS: COMPLIES WITH NEIGHBOURHOOD PLAN
DESIGNATION AND WOULD BE AN IMPROVEMENT TO THEIR
FACILITIES.

STATUS: JULY 12/89 - CIRCULATED FOR COMMENTS.

INCH, EASTERBROOK & SHAKER

BARRISTERS & SOLICITORS

R. F. INCH, Q.C. (1923-1977)
E. A. SHAKER, Q.C.
P. G. FISHER
J. M. VICKRUCK
R. C. HARASON
M. J. VALENTE
L. RAFFERTY

J. F. EASTERBROOK, Q.C. (1939-1977)
R. K. BROADFOOT
P. D. V. CANNON
B. L. PAUL
C. A. MUTASSEM
E. R. HOLT
R. A. IONICO

COUNSEL:
HON. ROBERT D. G. STANBURY, P.C., Q.C.

PLANNING & DEVELOPMENT LOCAL PLANNING BRANCH			
File No.		Received 174	
TO	STAFF UNIT	CABLE ADDRESS "INCHLAW" TELEX 061-8803	
DIR.	TELEPHONE (416) 632-9343		
	TELECOPIER (416) 333-3613		
NEIGH	3365 HARVESTER ROAD		
DEV.	BURLINGTON, ONTARIO		
ESCU	L7N 3N2 M4		
	HAMILTON OFFICE: 1 KING STREET WEST		
STATE			
CAPT.			
ADMIN			

ton

July 5th, 1989

Corporation of the City of Hamilton
Planning Department
City Hall, Hamilton,
Ontario

Attention: Mr. Victor Abraham

Dear Sirs:

I am attaching a newspaper clipping which drew my attention and interest.

It would be an unfortunate decision to designate the Regional Health Department building located across the road from the old TH & B Station as a future parking facility. That property is very visible and to turn it into a parking facility would be a waste. Most parking facilities in well planned cities are located on side streets and not in high visibility areas. The site is potentially valuable and should in fact be the location of an attractive development since it is the first thing that a person sees when he exits from the TH & B station.

Visitors coming to Hamilton via the Go Train should get a good first impression of the City. I hope you can use your influence with the City Council to reverse their position on this.

Yours very truly

Edmund A. Shaker

EAS/HD
Encl.

GO parking idea meets stiff opposition

WHEN GO trains start running to Hamilton's old TH&B station, it would be best to put apartments and stores across the street, not a parking garage, say members of a downtown advisory group.

The Central Area Plan Implementation Committee disagrees with a recent city council decision to designate the regional health department building as the site of a parking facility.

The health department moved its headquarters out of the building on Hunter Street between James and Hughson Streets, shared now by health inspectors and an office of the Canadian Mental Health Association.

Commuters who want to park and ride should use the proposed station at Waterdown Road, CAPIC says in a report to council's planning and development committee. The downtown station is intended for people who walk or take buses.

"All-day commuter parking at no charge or low rates, particularly at the CP (TH&B) station, is unrealistic and not desirable, since it will use space which is at a premium for other purposes and add to the congestion in the downtown and nearby neighborhoods," says CAPIC.

"If the health building site is to be redeveloped, it should be as a mixed-use project that includes commercial, residential and parking uses, exhibiting a high standard of architectural design."



THE REGIONAL MUNICIPALITY OF HAMILTON-WENTWORTH

Planning and Development Department

LOCAL PLANNING BRANCH			
Form 20			
TO	STAFF INIT.	INFO.	ACT.
DIR.	WJAB		
✓ OPS	AG		✓
REC'D			
DEV.			
Refer to File No.	25 OP HA	66	
Attention of			
Your File No.			
CART.			
ADMIN.			

June 19, 1989

V. J. Abraham,
Director of Local Planning
71 Main Street West,
Hamilton, Ontario
L8P 1H4

RE: Official Plan Amendment #66
Proposed Modifications

Dear Victor:

The following modifications are proposed to O.P.A. #66 in consideration of staff review of the amendment and comments received from the circulated agencies. Would you please obtain Hamilton Council's opinion on the proposed modifications. The agencies requesting a change necessitating the proposed modifications are identified in the margin and a copy of their letters are attached.

1. Policy 4.11.4 be deleted and replaced with the following:

Niagara Escarpment Commission "Within the area of the Niagara Escarpment Plan, the Niagara Escarpment Commission regulates development within the Development Control Area as defined by Ontario Regulation 684/80 as amended. Any change in use of any land, building or structure requires a Development Permit from the Niagara Escarpment Commission, including the demolition of a building, unless specifically exempted by the Regulation."

2. A new Policy entitled 4.6.A - Utility Uses is added as follows:

"4.6.A Utility Uses

Ontario Hydro It is the intent of the Central Area Plan to ensure that Utility Uses be recognized in the Plan and developed in an orderly manner consistent with the present and future needs of the Central Area. The planning, design and development of Utility Uses will complement the intent of policies for other land uses in the Central Area.

Ontario Hydro and C.N. Rail 4.6.A.1 The areas designated Utility Uses on Schedule A.1 are to be used for passenger terminals; freight handling facilities and related storage; railway, warehousing and parking areas; electric power facilities; pipelines and natural gas lines; and major road facilities in accordance with the provisions of Subsection A.2.7."

3. Policy A.2.10.3.3(v) is modified by adding the phrase "and public transit" after "vehicular" and before "links" in the third line.
H.S.R.
4. Policy 4.7.2.3 is modified by adding the following sentence after increases: "Particular attention should be paid to public transit access when considering various sites".
H.S.R.
5. Policy 4.8.1 is modified by adding the phrase "public transit" after "uses" and before "and" in the third line.
H.S.R.
6. Policy 4.8.3 is modified by:
H.S.R.
 - i) adding "existing public transit routes" after "environment" and before "and" in the second to last line; and,
 - ii) deleting "west" in the fifth line.
Regional Engineer-
ing Dept.
7. Policy 4.8.7(i) is modified by replacing the word "encouraged" with the phrase "required for developments abutting arterial roads and encouraged elsewhere".
Regional Engineer-
ing Dept.
8. Policy 4.8.7(ii) is modified by adding "including public transit flows" after "movement" and before "and" in the third line.
H.S.R.
9. Policy 4.6.4 is modified by adding the phrase "subject to approvals pursuant to the Environmental Assessment Act and Section 45 of the Environmental Act" after "Plans" in the last line.
M.O.E.
10. Policy 4.6.11 is modified by deleting the first sentence and replacing it with the following:

Hamilton Harbour Commissioners
"Lands designated Waterfront Recreation and identified as Shipping and Navigation on Schedule A-1, should be used for shipping and navigation purposes."
11. A new Policy, 4.10.4 be added as follows, with all subsequent policies renumbered:

M.O.E.
4.10.4 "Council will prohibit the expansion of existing industries and the development of new industries in the Central Area which cannot achieve satisfactory land use compatibility standards".
12. Policy "2.3.28" is renumbered as Policy "2.3.38".
Regional Planning
Department

13. Schedule A to O.P.A. #66 is modified by changing the lands shown as Modification No. 13 to "Utilities".
Ontario
Hydro &
C.N.R.

14. Schedule A-1 to O.P.A. #66 is modified by changing the lands shown as Modification No. 14 to "Utilities".
Ontario
Hydro &
C.N.R.

Also appeals (attached) to O.P.A. #66 have been received from the Hamilton Harbour Commission (H.H.C.) and C.N. Railway. In consideration of these appeals, would Council please advise if it wishes to change any parts of the Amendment.

Your attention to these matters is appreciated.

Yours very truly,

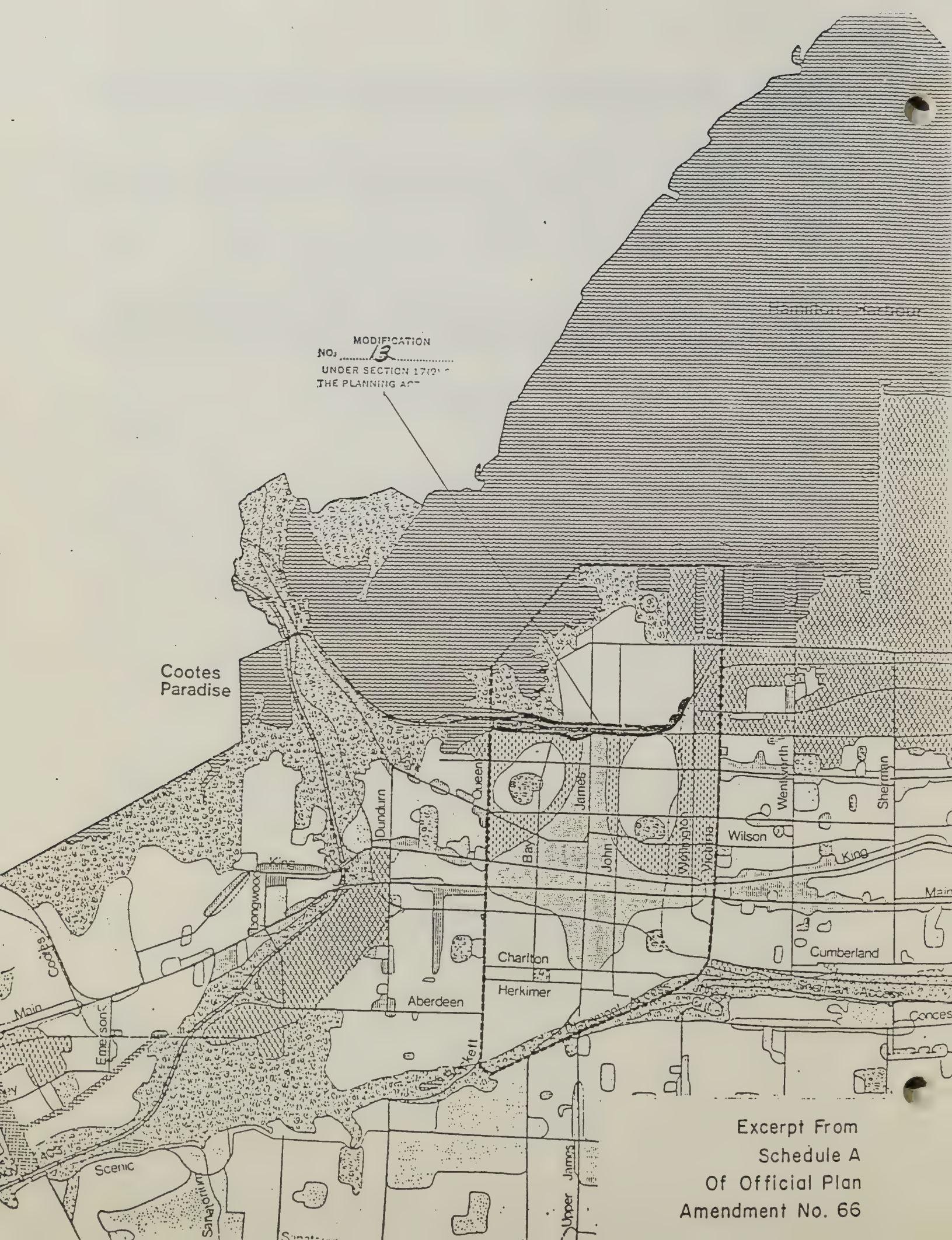


File J. A. Gartner
Director, Regional Planning Branch

JAG:SCM:dc

W.P. 0086P

MODIFICATION
NO. 13
UNDER SECTION 17(2) OF
THE PLANNING ACT

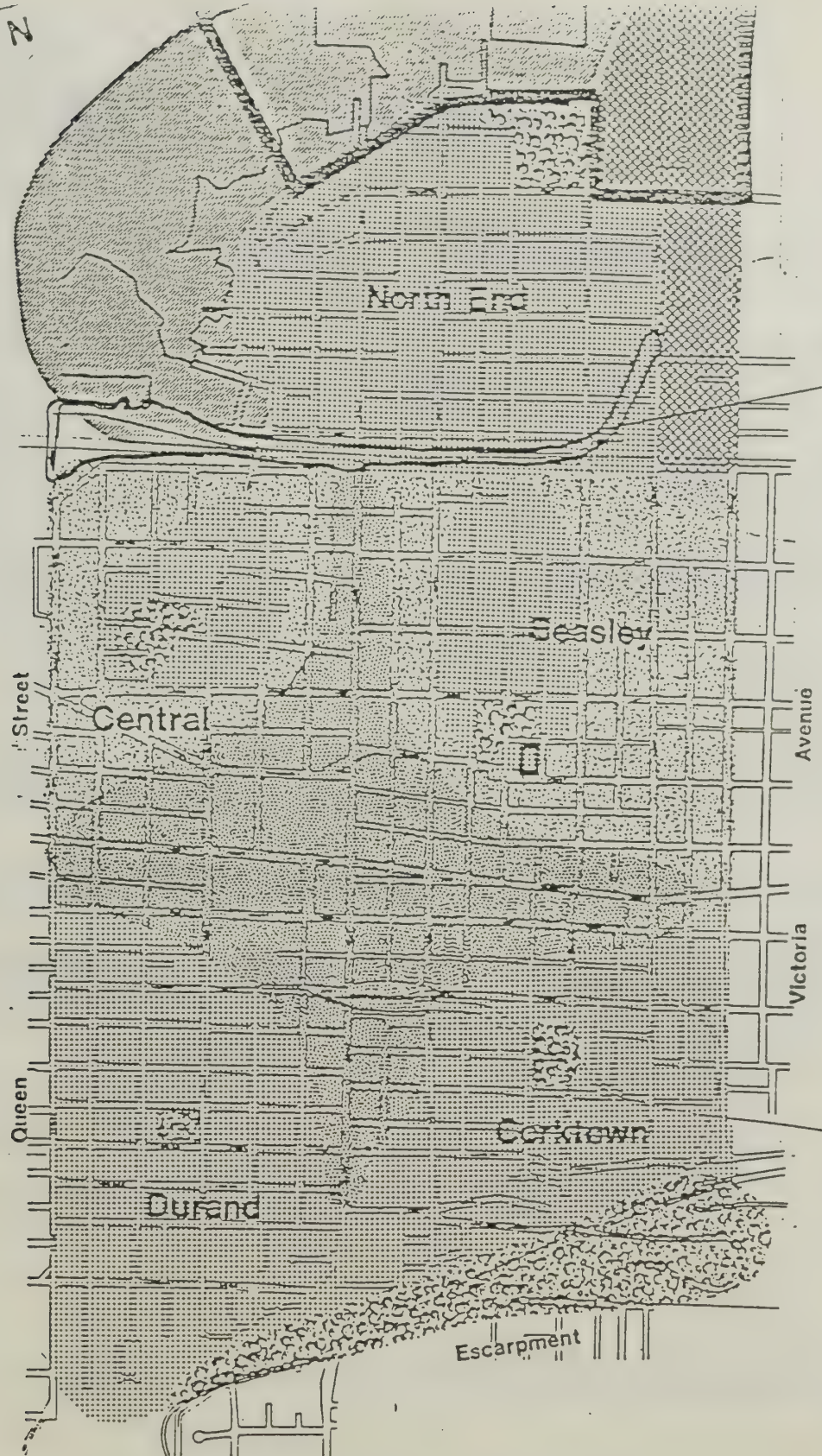


Excerpt From
Schedule A
Of Official Plan
Amendment No. 66

SCALE: MTS









Schedule A-1
Of Official Plan
Amendment No. 66

MODIFICATION
NO. 14
UNDER SECTION 17(9) OF
THE PLANNING ACT, 1983



SCHEDULE A-1 CENTRAL AREA LAND USE STRATEGY 2001

LEGEND

- | | | | |
|---|-----------------------------|---|---------------------------|
|  | Downtown Core |  | Waterfront Recreation |
|  | Mixed Use |  | Neighbourhood Residential |
|  | Mixed Industrial/Commercial |  | Parks and Open Space |
|  | Utilities |  | Shipping & Navigation |

E. W. KOWALSKI
DIRECTOR

MEMORANDUM

DEPARTMENT OF COMMUNITY DEVELOPMENT

DATE: 1989 July 17

MEMO TO: Mr. D. Vyce, Director
Property Department

FROM: Ms. J. McNeilly
Community Development Department

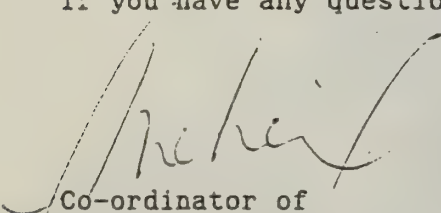
Plus 15 Link of Hamilton Place/Convention Centre
to the Sheraton Hotel

At its Meeting held 1989 July 13, the Downtown Action Plan Co-ordinating Committee (DAPCOM) reviewed a letter submitted by Mr. D. Godley, Planning and Development Department and adopted a resolution as follows:

That the letter from D. Godley, Planning Department to the DAPCOM be forwarded to D. Vyce, Director of the Property Department for his information and review.

This subject should more properly be dealt with through the Property Department as well as the Co-ordinating Committee. It is beyond the scope of DAPCOM.

If you have any questions please give me a call.


Co-ordinator of
Community Renewal

JMcN:bk

c: Mr. D. Godley, Manager of Neighbourhood Planning
Planning and Development Department

REFER TO FILE NO.

PLANNING & DEVELOPMENT LOCAL PLANNING BRANCH				
FILE NO.		JUL 17 1989		
TO	STAFF	UNIT	INCL.	ACT.
DIC.				
	PRO	BOX 2040		
	HAMILTON, ONTARIO			
		LBN 374		
MECH.				
DEV.				
PLAN.				
CART.				
ADMIN.				

SEND TO

FROM

MARK HORNELL

DEPARTMENT

PLANNING + DEVELOPMENT

FILE: P5-4-7-9. CAPIC.

DATE

JUNE 27, 1989.

SUBJECT

JAMES MTN. ROAD
ROAD CONSTRUCTION.

MESSAGE

GERD GROTKE OF THE ENGINEERING DEPT. INFORMED ME THAT THE ONLY CONSTRUCTION ON JAMES MTN. ROAD THIS SUMMER, WILL BE THE INSTALLATION OF STORM AND SANITARY SEWERS FROM A MANHOLE ON JAMES ST. SOUTH UP TO THE VICINITY OF THE SCOUTHOUSE. THIS WILL RESULT IN SOME WORK TAKING PLACE IN THE RIGHT-OF-WAY FROM ST. JAMES PLACE AND FREEMAN PLACE.

MEH.

REPLY FROM

DATE

Money's a GO but trains still a long way off

By JAMES ELLIOTT
The Spectator

ALTHOUGH THE provincial government has committed funds to bringing GO Transit into downtown Hamilton, it could be 1995 before any commuter trains are using the old TH&B station.

Lou Parsons, GO Transit chairman said yesterday it's good news the money is finally in place but at the same time warned full GO service is "not something that's done overnight" and could take six years.

Funding for extension of Hamilton service was announced this week by the Ministry of Transportation, as part of \$400 million in new capital for GO Transit.

The announcement means the province has accepted the recommendation of both regional and city council that the Hunter Street East station get the nod over the James Street CN station currently used by GO. The station would integrate both GO trains and buses in one location and link up with many of HSR's downtown bus routes.

Now, Mr. Parsons says, a deal must be struck with TH&B for the station, with CP for tracks and an environmental assessment completed and approved.

The old station, he says, needs repairs. "I've toured it and we certainly wouldn't be moving in in a week with the work that has to be done there. It's pretty decrepit."

Although he described the project as "a major, major undertaking," Mr. Parsons refused to say how much it might cost. "It would be terribly unwise for me to give any figures because we're going to be negotiating with people."

A consultant's report last year estimated the cost of bringing GO

service into the TH&B station at \$130 million.

Following approval of the project by the Ministry of the Environment, which could take a year, Mr. Parsons said it could be another five years to get it up and running.

"You won't be downtown by '92. Don't kid the people. It cannot happen in a three-year time period. Absolutely cannot. Until such times as the studies are done, you might be determining four, five or six years."

Mr. Parsons said there are no immediate plans to double the tracks in the Hunter Street rail tunnel but that could change during negotiations. "If the track remains in its present condition it has limited capacity for the number of trains that we can get in and out of downtown Hamilton."

No plans have been made concerning just how many trains will service Hamilton, he said. "At this point we're not sure what the demands are from downtown Hamilton to Metro. We know that we leave Hamilton every morning with an awful lot of empty seats at the CN."

Service from the CN station will continue at the current level of three trains a day until operations shift downtown.

Spec June '89

Star 12889

P5-4-7-9

Canada's city sprawl under fire

By Alfred Holden/Toronto Star

GENEVA PARK — Canada is ripe for the kind of growth that turned New Jersey from "the garden state" into "unrelieved urban sprawl," an American ecologist has warned.

The signs "of a horrible deterioration in the quality of life" are everywhere, David Ehrenfeld said yesterday at the Couchiching conference near Orillia.

"Unregulated growth, highway congestion, inordinately high cost of living — I am horrified," Ehrenfeld said.

Ehrenfeld, who teaches urban and suburban ecology at Rutgers University in New Brunswick, N.J., said that for a long time,

Canada seemed to be following more European models with development of its urban centres. They were denser, physically more attractive, less wasteful of land and more suitable for public transit.

But he said more recent trends suggest an American political reality: "where growth decisions are made by those who profit from them, without any thought to the concerns of the larger community," has won out.

He cited the car-dependent sprawl of Mississauga and regions around Metro where farmland is rapidly vanishing.

"As a result, what was once the finest city in North America will become just another city in North

America," he said in an interview after addressing delegates on the topic, "Are we outgrowing the planet?"

The next stop after automobile congestion, suburban blight and high living costs "is crime and social unease," he said.

"There will be all kinds of commissions and plans, and they won't work."

He said if people want to see the future now, they should go to New Jersey.

"We have it like you cannot imagine," he said. "If I could take a trip to New Jersey with some of the advocates of this kind of growth in Toronto, you would have no more problems."

Ehrenfeld said the phenomenon

is a threat to the environment and quality of life that has no technological solution. The answer lies in choosing to do things differently in the first place, "a new paradigm, a new world view," he said.

While Ehrenfeld is critical of the scale of downtown Toronto as well as of its suburbs, there remain some humane details that other cities envy, he said.

In the U.S., public transit was dealt a blow in the '30s when automakers, through holding companies, bought up streetcar lines and shut them down, Ehrenfeld said.

"You should hold on to your streetcars," he said. "They're very precious."



CENTRAL AREA PLAN IMPLEMENTATION COMMITTEE

CITY HALL, 71 MAIN STREET WEST, HAMILTON, ONTARIO, L8N 3T4

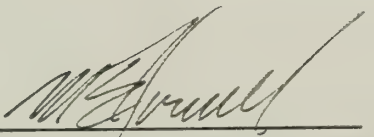
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1989

URBAN MUNICIPAL
OCT 6
GOVERNMENT DOCUMENTS

CAPIC

NOTICE OF SPECIAL MEETING

Friday, October 13, 1989
9:00 a.m.
City Hall
Room 233

 per.
David Godley, CAPIC Co-ordinator
(526-4229)

ADENDA

1. Vice-Chairperson's remarks - Charles Forsyth.
2. Perimeter Road Study Status Report (attached). Presentation by Ted Gill. (FOR INFORMATION, DISCUSSION AND ACTION).
3. Information and Other Business.

Colour Key

Use
Form
Movement
Economy/Health
Implementation/Administration/Other

Blue
Buff
Green
Pink
White

I



CENTRAL AREA PLAN IMPLEMENTATION COMMITTEE

CITY HALL, 71 MAIN STREET WEST, HAMILTON, ONTARIO, L8N 3T4

September 19, 1989

P5-4-7-9

TO: All CAPIC Members

RE: Next CAPIC Meeting

A special CAPIC meeting on the Perimeter Road Project has now been confirmed as follows:

DATE: Friday, October 13, 1989

TIME: 9:00 a.m.

PLACE: Room 233, City Hall

An agenda will be sent out in late September.

A notice of the next regular meeting of CAPIC will follow shortly.

Please feel free to call me at 526-4229 if you wish to discuss any matter related to CAPIC.

Yours truly,

David Godley

David Godley
CAPIC Co-ordinator

MH:CS
Capic.Let

URBAN MUNICIPAL
OCT 2 - 1989
GOVERNMENT DOCUMENTS



THE REGIONAL MUNICIPALITY OF HAMILTON-WENTWORTH

Department of Engineering
71 Main Street West, Hamilton, Ont. L8N 3T4 (416) 526-4170

2.12

ID#0242D

September 14, 1989

Refer to File No.

T111-11

Attention of

E. M. Gill

Your File No.

URBAN MUNICIPAL

Mr. Chairman and Members
Engineering Services Committee

Hamilton Perimeter Road Study

GOVERNMENT DOCUMENTS

ENG. 89-494

Members of the Committee:

Origin

At the meeting of May 16, 1989, Council authorized staff and the consultant to hold a workshop on June 6, 1989 and a public information centre on June 8, 1989 in order to obtain public input on the study findings to date, following which the Technical Steering Committee would recommend a technically preferred alternative to Committee and Council.

Analysis

The Technical Steering Committee has considered the public submissions and has reviewed all of the technical, socio-economic, and environmental considerations with respect to the alignment west of Bay Street, and recommends the following alignment:

- running westerly from Bay Street, crossing from the north side of the CN tracks to the south side on structure just west of Bay Street;
- at track level along the south side of the CN Yard;
- into a split, terraced, or stepped configuration in the area of the existing bank between Harvey Park and the CN tracks;
- in tunnel south of Desjardins Canal to an interchange with Highway 403 just above water level.

Representatives of the Regional Planning Division and the Local Planning Division on the Technical Steering Committee have requested consideration of a minority recommendation because of the potential noise and visual impacts of the recommended alternative. Their recommendation proposes a tunnel instead of a structure just west of Bay Street, and construction of the roadway north of the CN tracks on fill in the harbour west of the proposed Waterfront Park, rather than construction of a stepped option.

Cont'd...

Hamilton Perimeter Road Study

The Technical Steering Committee has also considered alternate designs for the Bay Street interchange and for the Highway 403 interchange. The Committee has concluded that ramps to and from the west should connect to Barton Street at Queen Street, thus avoiding long ramp systems in the Stuart Street/Tiffany Street area or property acquisition on Bay Street. The Committee has also determined that an elevated interchange just south of the Desjardins Canal, which would be feasible with the stepped option, should not be considered further because of the visual and environmental impacts.

It is proposed that a public involvement programme involving a display in the City Hall lobby, direct mailings, advertisements in the local media, and distribution of a video to Channel 11 and Cable 14, be undertaken, culminating in a public evening meeting of Engineering Services Committee on November 13, 1989, at which time a decision would be made.

Recommendation

That staff be authorized to undertake a public involvement programme, including the advertisement of a technically preferred alternative for the Hamilton Perimeter Road, and that a public meeting of Engineering Services Committee be held on the evening of Monday, November 13, 1989, in order to receive submissions and make a decision.



G. S. Spencer
Commissioner of Engineering

EMG:sw

cc: R. Whynott, Regional Chairman
cc: M. Carson, C. A. O.

REGIONAL MUNICIPALITY OF
HAMILTON/WENTWORTH
ENGINEERING SERVICES COMMITTEE

HAMILTON PERIMETER ROAD STUDY
PHASE 3
TECHNICALLY PREFERRED OPTIONS

25 SEPTEMBER 1989

DILLON

<u>SECTION</u>	<u>NO.</u>	<u>OPTION</u>	<u>DESCRIPTION</u>	<u>ADVANTAGES</u>	<u>DISADVANTAGES</u>	<u>COMMENTS</u>	<u>COST</u>
Burlington Street	1	Widening	Widen present Burlington from 4 to 6 lanes with a 5 metre median	Provides sufficient capacity to meet forecasted demand	Requires property and building removal on both sides of Burlington Street	Only option being considered in this section Access will be restricted	\$ 4,300,000
Victoria/Wellington	1	Rail Grade Separation	Rail grade separation for the Recimeter Road At grade intersection of Recimeter Road and Victoria/Wellington	Meets forecasted traffic demand Avoids Suncor tank farm	Potential for road/rail conflicts with at-grade rail crossing on Victoria/Wellington Recimeter Road and Victoria/Wellington intersection at-grade does not provide flexibility for increased traffic volumes in the long term	Rail structure compatible with construction of complete grade separated scheme	\$ 8,000,000
Strathan Street Occider	1	Perimeter Road depressed to track level	Parallel and at-grade with ON rail, immediately south of present Strathan Street Road structures at Bay, James and John Restriction structures at Mary, Mary and Recicle Protection for eastbound on-ramp at John Street	Depressed roadway will minimize noise and visual impacts	Strathan Street closed to through traffic • West of James • East and west of John Property required on Strathan east of John and east of Mary	Only option being considered in this section	\$28,000,000

<u>SECTION</u>	<u>NO.</u>	<u>OPTION</u>	<u>DESCRIPTION</u>	<u>ADVANTAGES</u>	<u>DISADVANTAGES</u>	<u>COMMENTS</u>	<u>COST</u>
Bay Street	6	Bay/Queen	Ramps from Perimeter Road connect to Barton at Queen. Movements to/from the east provided at Bay Street	Barton/Queen Connection provides good traffic distribution to and from the west. Minimal property acquisition required.	Possible increase in traffic volumes on residential streets. Reduced accessibility to neighbourhood west of Queen	Not compatible with north side alignment	\$ 10,000,000
Staged Option	1	Structure/ Staged	Alignment runs south of CN yards Structure at east end of CN yards Staged retaining walls between CN mainline and York Boulevard west of the CN yards At-grade south of CN yards	Reduces impacts to proposed Waterfront Park Minimal impact on proposed Waterfront Park.	Long retaining walls along vegetated slope will have significant visual impact Lower design speed for Highway 403 Interchange	No fill in harbour Property not required from Hamilton Harbour Commissioners	\$ 31,000,000
Highway 403 Interchange	1	SK9B	403 Interchange south of Desjardins Canal	Close to water elevation, thus minimizing visual and noise impacts Provides all traffic movements	Requires fill in Cootes Paradise	Only option being considered in this area	\$ 38,000,000
TOTAL COST							\$120,000,000

* Costs do not include:

- property
- site decontaminating and clean-up
- CN property and operational effects
- major utility relocations

REGIONAL MUNICIPALITY OF
HAMILTON/WENTWORTH
ENGINEERING SERVICES COMMITTEE

HAMILTON PERIMETER ROAD STUDY
PHASE 3
FEASIBLE OPTION

25 SEPTEMBER 1989

DILLON

<u>SECTION</u>	<u>NO.</u>	<u>OPTION</u>	<u>DESCRIPTION</u>	<u>ADVANTAGES</u>	<u>DISADVANTAGES</u>	<u>COMMENTS</u>	<u>COST</u>
Burlington Street	1	Widening	Widen present Burlington from 4 to 6 lanes with a 5 metre median	Provides sufficient capacity to meet forecasted demand	Requires property and building removal on both sides of Burlington Street	Only option being considered in this section Access will be restricted	\$ 4,300,000
Victoria/Wellington 1		Rail Grade Separation	Rail grade separation for the Recimeter Road At grade intersection of Recimeter Road and Victoria/Wellington	Meets forecasted traffic demand Avoids Suroo tank farm	Potential for road/rail conflicts with at-grade rail crossing on Victoria/Wellington Recimeter Road and Victoria/Wellington intersection at-grade does not provide flexibility for increased traffic volumes in the long term	Rail structure compatible with construction of complete grade separated scheme	\$ 8,000,000
	2	Complete Grade Separation	Both rail and road grade separation provided for the Recimeter Road and Victoria/Wellington	Rail grade separation provides safe traffic movement Road grade separation provides high level of traffic service	Impacts Suroo Tank Farm with potential for high decontamination and clean-up costs	Road grade separation not required for forecasted traffic volumes	\$25,000,000
Strathan Street Corridor	1	Perimeter Road depressed to track level	Parallel and at-grade with CN rail, immediately south of present Strathan Street Road structures at Bay, James and John Pedestrian structures at McNab, Mary and Rennie Protection for eastbound on-ramp at John Street	Depressed roadway will minimize noise and visual impacts	Strathan Street closed to through traffic: • West of James • East and west of John Property required on Strathan east of John and east of Mary	Only option being considered in this section	\$28,000,000

<u>SECTION</u>	<u>NO.</u>	<u>OPTION</u>	<u>DESCRIPTION</u>	<u>ADVANTAGES</u>	<u>DISADVANTAGES</u>	<u>COMMENTS</u>	<u>COST</u>
Bay Street	1	Bay/Barton North	2 lane road and ramp connections constructed west of Bay; connects at Bay/Barton intersection Movements to/from the west provided at west structure Movements to/from the east provided at the Bay structure	Bay/Barton connection provides good traffic distribution to and from the west Property acquisition not required on Bay Improves Bay/Barton intersection geometrics	Impacts proposed waterfront park parking area Two structures required over Perimeter Road Requires closure of Barton west of Bay Requires removal of buildings on north side of Barton between Tiffany and Bay and on the east side of Tiffany between Barton and Stuart	Not compatible with a south side alignment with a tunnel at the east end of CN yards	\$12,000,000
Bay Street	2	Bay/Barton South	Long ramps from Perimeter Road connect to Barton at Bay/Barton intersection Movements to/from the west provided at Bay/Barton intersection Movements to/from the east provided at the Bay structure	Bay/Barton connection provides good traffic distribution to and from the west Property acquisition not required on Bay Street Improves Bay/Barton intersection geometrics Minimal impact on proposed waterfront park parking	Long structures on south side of the yards are highly visible Requires closure of Barton west of Bay Requires removal of buildings on north side of Barton between Tiffany and Bay and on the east side of Tiffany between Barton and Stuart	Only feasible connection to Bay Street with a south side alignment with a tunnel at the east end of CN yards	\$12,000,000

<u>SECTION</u>	<u>NO.</u>	<u>OPTION</u>	<u>DESCRIPTION</u>	<u>ADVANTAGES</u>	<u>DISADVANTAGES</u>	<u>COMMENTS</u>	<u>COST</u>
Bay Street	3	Bay East Widening	Widening of Bay on the east side to provide 4 lanes with turning lanes	Minimal impact on proposed Veteransfort Park parking area	Requires removal of buildings on east side of Bay; Stuart to Mulberry	Not compatible with a south side alignment with a tunnel at the east end of the CN yards	\$10,000,000
			Upgrading of Barton west of Bay		Little potential for redevelopment on east side of Bay		
					Upgrading of Barton requires removal of buildings on north side of Barton and a closure of Tiffany		
Bay Street	4	Bay West Widening	Widening of Bay on the west side to provide 4 lanes with turning lanes	Minimal impact on proposed Veteransfort Park parking area	Requires removal of buildings on west side of Bay; Stuart to Mulberry	Not compatible with a south side alignment with a tunnel at the east end of the CN yards	\$10,000,000
			Upgrading of Barton west of Bay	Potential for redevelopment on west side of Bay	Upgrading of Barton requires removal of buildings on north side of Barton and a closure of Tiffany		
Bay Street	5	Bay/Tiffany	4 lane road constructed west of Bay Street and east of Tiffany	Avoids property acquisition on Bay	Impacts proposed Veteransfort Park parking area	Not compatible with a south side alignment with a tunnel at the east end of the yards	\$11,000,000
			Full diamond interchange provided with the Redmead Road	Reduces impacts to Stradan Street Townhouses east of Bay	Requires removal of buildings on:		
			Upgrading of Barton west of Bay		• Tiffany between Barton and Stuart		
					• Streetfe west of Bay		
					Requires removal of RUC building on Barton		

<u>SECTION</u>	<u>NO.</u>	<u>OPTION</u>	<u>DESCRIPTION</u>	<u>ADVANTAGES</u>	<u>DISADVANTAGES</u>	<u>COMMENTS</u>	<u>COST</u>
Bay Street	6	Bay/Queen	Ramps from Perimeter Road connect to Battery/Queen. Movements to/from the east provided at Bay Street.	Battery/Queen Connection provides good traffic distribution to and from the west. Minimal property acquisition required. Minimal impact on proposed Waterfront Park.	Possible increase in traffic volumes on residential streets. Reduced accessibility to neighborhood west of Queen	Not compatible with north side alignment	\$10,000,000
CN Yard South/North Alignment	1	Structure/Structure	South/North alignment Structures at east and west end of yard At-grade in middle section of CN yards Fill in harbour west of the CN yards	Allows for more interchanges options at Bay Street interchange Reduces impacts to proposed Waterfront Park Reduces impacts to Durham Castle/Park and adjacent residences Public access would be provided by a linear park along a portion of the shoreline	Visually intrusive structures at both ends of the yard Will require shoreline mitigation techniques to replace lost fish habitat areas Property required from CN	Previous options had considered an elevated structure throughout the south side of the yards Very minor reduction in surface area and water volume in the harbour	\$28,000,000
CN Yard South/North Alignment	2	Structure/Tunnel	South/North alignment Structure at east end of the yard Tunnel at west end of the yard At-grade in middle section of CN yard Fill in harbour west of the CN yards	Allows for more interchange options at Bay Street interchange Reduces impacts to proposed Waterfront Park Reduces visual impacts at the west end of the yards Reduces impacts to Durham Castle/Park and adjacent residences	One visually intrusive structure at the east end of the yards Will require shoreline mitigation techniques to replace lost fish habitat areas Property required from CN	Very minor reduction in surface area and water volume in the harbour	\$48,000,000

<u>SECTION</u>	<u>NO.</u>	<u>OPTION</u>	<u>DESCRIPTION</u>	<u>ADVANTAGES</u>	<u>DISADVANTAGES</u>	<u>COMMENTS</u>	<u>COST</u>
ON Yard South/North Alignment	2	Structure/ Tunnel	South/North alignment Structure at east end of the yard Tunnel at west end of the yard At-grade in middle section of ON yard Fill in harbour west of the ON yards	Allows for more interchange options at Bay Street interchange Reduces impacts to proposed Waterfront Park Reduces visual impacts at the west end of the yards Reduces impacts to Dunham Castle/Park and adjacent residences Public access would be provided by a linear park along a portion of the shoreline	One visually obtrusive structure at the east end of the yards Will require shoreline mitigation techniques to replace lost fish habitat areas Property required from ON	Very minor reduction in surface area and water volume in the harbour	\$48,000,000
ON Yard South/North Alignment	3	Tunnel/ Structure	South/North alignment Tunnel at east end of the ON yard Structure at west end of the ON yard At-grade in middle section of the ON yard Fill in harbour west of the ON yards	Minimizes impacts to proposed Waterfront Park East tunnel not as visible as a structure Reduces impacts to Dunham Castle/Park and adjacent residences Public access would be provided by a linear park along a portion of the shoreline	One visually obtrusive structure at the west end of the ON yards Will require shoreline mitigation techniques to replace lost fish habitat areas Property required from ON	Only compatible with Bay/Barton south connection for access to/from the west at Bay Street Very minor reduction in surface area and water volume in the harbour	\$42,000,000

<u>SECTION</u>	<u>NO.</u>	<u>OPTION</u>	<u>DESCRIPTION</u>	<u>ADVANTAGES</u>	<u>DISADVANTAGES</u>	<u>COMMENTS</u>	<u>COST</u>
CN Yard South/North Alignment	4	Tunnel/ Tunnel	South/North Alignment Tunnels at east and west end of CN yard At-grade in middle section of CN yard Fill in harbour west of the CN yard	Minimizes impacts to proposed Waterfront Park Minimizes impacts to Durham Castle/Park and adjacent residences Public access would be provided by a linear park along a portion of the shoreline	Will require shoreline mitigation techniques to replace lost fish habitat areas Property required from CN	Only compatible with Bay/Barton south connection for access to/ from the west at Bay Street Very minor reduction in surface area and water volume in the harbour	\$63,000,000
CN Yard South/North Alignment	4	Tunnel/ Tunnel	South/North Alignment Tunnels at east and west end of CN yard At-grade in middle section of CN yard Fill in harbour west of the CN yard	Minimizes impacts to proposed Waterfront Park Minimizes impacts to Durham Castle/Park and adjacent residences Public access would be provided by a linear park along a portion of the shoreline	Will require shoreline mitigation techniques to replace lost fish habitat areas Property required from CN	Only compatible with Bay/Barton south connection for access to/ from the west at Bay Street Very minor reduction in surface area and water volume in the harbour	\$63,000,000
Staggered option	1	Structure/ Staggered	Alignment runs south of CN yards Structure at east end of CN yards Staggered retaining walls between CN mainline and York Boulevard west of the CN yards At-grade south of CN yards	Reduces impacts to proposed Waterfront Park Long retaining walls along vegetated slope will have significant visual impact Lower design speed for Highway 403 interchange	No fill in harbour Property not required from Hamilton Harbour Commissioners		\$31,000,000

<u>SECTION</u>	<u>NO.</u>	<u>OPTION</u>	<u>DESCRIPTION</u>	<u>ADVANTAGES</u>	<u>DISADVANTAGES</u>	<u>COMMENTS</u>	<u>COST*</u>
Stepped option	2	Tunnel/Stepped	Alignment runs south of CN yards Tunnel at east end of CN yards Stepped retaining walls between CN mainline and York Boulevard west of the CN yards	Minimizes impacts to proposed Waterfront Park	Long retaining walls along vegetated slope will have significant visual impact Lower design speed for Highway 403 interchange	No fill in harbour Property not required from Hamilton Harbour Commissioners	\$45,000,000
North Alignment	1	On CN Property south of Proposed Waterfront Park	At-grade south of CN yards North side alignment on CN property until west of the yards	Avoids narrowing water channel between the CN yards and the proposed Waterfront Park Reduces amount of fill in the harbour	Major impacts to CN yards In proximity to proposed Waterfront Park	CN estimate to reconfigure yard is \$30-50 million and is included in the cost Fill required in harbour west of CN yards	\$55-75,000,000
North Alignment	2	Entirely on fill in Harbour	North side option Storeline mitigation provided	Public access would be provided by a linear park along the shoreline Minimal impacts on CN yards Minimizes impact to Durham Castle/Park and adjacent residences	Will require storeline mitigation techniques to replace lost fish habitat area In close proximity to proposed Waterfront Park Reduces water area between proposed Waterfront Park and the CN yards	Very minor reduction in surface area and water volume in the harbour Fill required in harbour for entire alignment	\$28,000,000

<u>SECTION</u>	<u>NO.</u>	<u>OPTION</u>	<u>DESCRIPTION</u>	<u>ADVANTAGES</u>	<u>DISADVANTAGES</u>	<u>COMMENTS</u>	<u>COST*</u>
Highway 403 Interchange	1	SK98	403 Interchange south of Desjardins Canal	Close to water elevation, thus minimizing visual and noise impacts Provides all traffic movements	Requires fill in Cootes Paradise	Only option being considered in this area	\$38,000,000
* Costs do not include: - property - site decommissioning and clean-up - ON property and operational effects - major utility relocations							



CENTRAL AREA PLAN IMPLEMENTATION COMMITTEE

CITY HALL, 71 MAIN STREET WEST, HAMILTON, ONTARIO, L8N 3T4

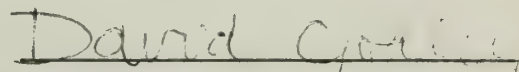
NOTICE OF MEETING

Friday, October 27, 1989

9:00 a.m.

City Hall

Council Chambers


David Godley, Capic Co-ordinator
(526-4229)

AGENDA

1. Vice-Chairperson's Remarks - Charles Forsyth.
2. Members Reports (two minutes maximum).
3. Minutes of meeting held September 15, 1989 and October 13, 1989.
4. Matters arising from the Minutes.
5. Draft Memorandum to Planning and Development on Perimeter Road - (attached). (FOR DISCUSSION AND ACTION)
6. Central Area Plan Implementation - work program, staff resources and CAPIC's role. Presentation by David Godley. (FOR DISCUSSION AND ACTION)
7. James Mountain Road reconstruction (attached). Presentation by Mark Hornell.
8. Central Business District study update. Presentation by John Simulski. (FOR INFORMATION AND DISCUSSION)
9. Committee monitoring (attached). Presentation by Gloria DeSantis. (FOR DISCUSSION AND ACTION)
10. Information and other business.
11. Agenda and time for next meeting.

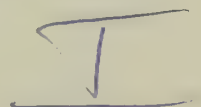
Colour Key

Use	Blue
Form	Buff
Movement	Green
Economy/Health	Pink
Implementation/Administration/Other	White

CAPMIN2/II

URBAN MUNICIPAL

GOVERNMENT DOCUMENTS





3

CENTRAL AREA PLAN IMPLEMENTATION COMMITTEE

CITY HALL, 71 MAIN STREET WEST, HAMILTON, ONTARIO, L8N 3T4

MINUTES

CENTRAL AREA PLAN IMPLEMENTATION COMMITTEE

CITY HALL

ROOM 233

FRIDAY, SEPTEMBER 15, 1989

MEMBERS ATTENDING

Arthur Lomax	Hamilton Automobile Club
Diane Brown	Hamilton and District Chamber of Commerce
Russell Elman	Durand Neighbourhood Association
Francois Roesch	Corktown-Stinson
Kay Nolan	Separate School Board
Gloria DeSantis	Social Planning and Research Council
Gil Simmons	North End Neighbourhoods
Charles Forsyth	Vice-Chairman - First Place
John Eyles	McMaster University
Bruce Charlton	Past Chairperson
Gabriel Etele	Downtown BIA

REGRETS

Mark Boyak	Hamilton Real Estate Board
Ann Stewart	Hamilton Board of Education
Bruce Rankin	Hamilton Society of Architects
Ald. David Christopherson	Chairperson
Ozzie Ferguson	United Senior Citizens of Ontario
Helen Nemeth	Beasley Neighbourhood
Ken Stone	Hamilton and District Labour Council

STAFF

David Godley	Local Planning
Mark Hornell	Local Planning
John Simulski	Local Planning
Lisa Soyland	Local Planning
Luc Piccioni	Regional Planning
Roland Karl	Traffic Department

VICE-CHAIRMAN'S REMARKS

1. Charles Forsyth welcomed everyone to the meeting and asked if members had any additional items to place on the agenda.
2. Russell Elman requested that two items be dealt with under information and other business: the closure and reconstruction of James Mountain Road; and the City's proposal to have the Niagara Escarpment Commission transfer its control over land at the base of the escarpment to the City.

MEMBERS' REPORTS

3. Russell Elman reported that the Durand Implementation Committee met on Monday, September 11, 1989 to discuss the preservation of the character of South Durand. He also mentioned a new proposal for an addition to the senior citizens home at 10 Herkimer Street.
4. Diane Brown reported that the ad hoc committee on St. Mark's Church has met on two occasions and the next step will be to get together with the Diocese's architect, Trevor Garwood-Jones.
5. Gloria DeSantis reported that she is trying to get a videotape copy of the Prince of Wales television program on architecture. Gloria suggested that CAPIC may want to screen the program. Gloria also reported that the Social Planning and Research Council is setting up a computer system to monitor rezoning applications in Hamilton.
6. Gil Simmons reported that she will be receiving a leaked copy of the Province's report that suggests changes to the environmental assessment process. Gil said that she would make copies available and that perhaps CAPIC should assess the report and respond in some way. Gil also noted that it is timely to promote the improvement of parks in Hamilton due to new city personnel.
7. Bruce Charlton reported on the meeting of the Durand Neighbourhood Plan Implementation Committee. Bruce said that the committee made three recommendations: that lands in South Durand should be rezoned to ensure larger lots (from C to B-2 modified); that LACAC should reactivate heritage district studies in Durand; and that Council should allocate extra staff time to the implementation of the Durand Neighbourhood Plan. Bruce noted that the Committee will try to work even without adequate staffing.
8. John Eyles reported that over the summer he developed an information base on the health and social effects of industry in Hamilton. John suggested that CAPIC keep the healthy cities idea on the agenda as it is a good organizing concept.
9. Charles Forsyth said that CAPIC should discuss the shortage of staff in the Planning Department and the agenda that CAPIC is supposed to fulfil. As well, CAPIC should raise the issue of the lack of landscape design resources in the City.

10. Gil Simmons noted that she feels the Urban Design Committee is not taking a major role.
11. David Godley outlined staff levels in the Social Planning Branch, regional/city resource sharing in the Planning Department. David said that Hamilton seems to be understaffed compared to other Cities of similar size.
12. Charles Forsyth suggested the issue of staff resources should be dealt with at the next regular meeting. Staff should provide information on staffing levels at comparable sized cities. This will be looked at with the work schedule to be developed for the implementation strategy.
(ACTION - MARK HORNEILL)
13. Gabriel Etele said that it is necessary to co-ordinate the work of other committee's and City and Regional departments on common issues.

MINUTES OF THE MEETINGS HELD JUNE 16, 1989 AND JUNE 28, 1989

14. Gil Simmons noted that on the June 28, 1989 minutes it should be noted that redirecting traffic noise impact onto the west harbour is not an acceptable solution to the problem of noise.
15. Moved by John Eyles, seconded by Gil Simmons that the minutes be adopted as amended.
CARRIED

OVERVIEW OF THE PARCIL PROJECT

16. Stuart Roxborough gave a slide presentation providing an overview of the PARCIL Project; Hamilton-Wentworth's geographic information systems pilot project. Stuart outlined technical aspects of the technology, the components of the proposed system and applications. Questions followed.
17. Gil Simmons asked if remote work stations could be put in places like libraries so that the public could gain access to PARCIL.
18. Stuart Roxborough said that this is technically feasible but that legal questions of liability, the right of privacy and rights of access to public information will have to be settled.
19. John Eyles said he shares the concern over the issue of public access to information that can be tied to an individual name. John said the issue seems to be one of informed consent.
20. A general discussion ensued on the issue of the legal and moral aspects of this new technology.
21. Stuart Roxborough said that the results of the pilot project will be presented to the Engineering Services Committee on October 30 and to Regional Council on November 7. Stuart said that he will be seeking approval to go ahead with the implantation of the project. Stuart noted that there will be public information sessions subsequent to Regional Council approval being granted.

22. Gil Simmons noted that PARCIL provides a great opportunity to provide interactive public services that could aid in advertising, business development and tourism.
23. Russell Elman assumed the chair in Charles Forsyth's absence.

CENTRAL AREA DEVELOPMENT UPDATE

24. Mark Hornell gave an overview to recent development applications in the Central Area. Discussion took place around specific details of individual projects.

MATTERS ARISING FROM THE MINUTES

25. Mark Hornell introduced the matter of the Planning and Development Committee's having received CAPIC's report on the Health Building site on Hunter Street.
26. John Eyles recommended that CAPIC send a second letter to the Planning and Development Committee on the Health Building site.
27. David Godley suggested that it would be more effective if members of CAPIC made a presentation to P&D. Letters in support from the Chamber of Commerce could be included.
28. Francois Roesch expressed frustration at the role CAPIC has in the planning process, in particular its relationship to the Planning and Development Committee. This matter will be discussed at CAPIC's next regular meeting.

CENTRAL AREA PLAN IMPLEMENTATION STRATEGY UPDATE

29. Mark Hornell gave a brief status report on the work done to date on the implementation strategy.
30. Russell Elman suggested that a detailed discussion on the implementation strategy should be left to the next meeting when it can be dealt with along with the issues of work schedule staffing and CAPIC's role.

INFORMATION NEEDS AND ISSUES UPDATE

31. Mark Hornell showed the Committee the number of committee agendas that need to be monitored. Mark said that he hasn't the time to monitor the agendas himself and asked the committee's direction.
32. Russell Elman suggested that Mark Hornell and Gloria DeSantis meet and apportion the agendas to individual CAPIC members.

33. John Eyles suggested that the agendas be listed in the minutes so that members could decide which committees they would like to monitor.

(ACTION - MARK HORNELL)

CENTRAL BUSINESS DISTRICT UPDATE

34. John Simulski gave a brief overview to the Central Business District Study in which he outlined the major study components and time lines for the completion of the various phases.
35. Gil Simmons said that it is important to have several focal points in the C.B.D. to knit the area together with pedestrian circulation.
36. Russell Elman said that representatives of the C.B.D.'s fair constituent neighbourhoods should be included in the study process.

INFORMATION AND OTHER BUSINESS

37. Russell Elman raised the matter of the proposed reconstruction of James Mountain Road and suggested that Regional Council be requested to defer their decision until more information is made available.
38. Moved by Gil Simmons, seconded by John Eyles that a letter be sent to Alderman Christopherson expressing CAPIC's concern over the reconstruction of James Mountain Road and that the matter be referred back from Regional Council to staff for further study.
- CARRIED. (ACTION - MARK HORNELL)**
39. David Godley reported that the City has requested the Niagara Escarpment Commission to relinquish its jurisdiction throughout the City of Hamilton except for the escarpment face. David said the intention is for the City to gain local control over lands at the foot of the escarpment. David said that any transfer must include controls that are able to implement the Niagara Escarpment Plan. The transfer procedure could take a couple of years to resolve.
40. Bruce Charlton said that N.E.C. controls cannot be enforced through zoning as existing legislation does not permit it.
41. David Godley suggested that CAPIC should receive a presentation from N.E.C. and local planning on N.E.C. controls and local zoning in escarpment areas.
42. Gil Simmons said that CAPIC should have an opportunity to examine the proposal.
43. Russell Elman said the matter should be an item on the November agenda, with an N.E.C. representative and a local planning representative to give presentations.

(ACTION - DAVID GODLEY)

AGENDA AND TIME FOR NEXT MEETING

44. A special meeting to discuss the perimeter road will be held at 9:00 a.m. on Friday, October 13, 1989.
45. The next regular meeting will be held on Friday, October 20, 1989 at 9:00 a.m. Matters for the agenda include James Mountain Road reconstruction, information allocation, a C.B.D. study update, staffing and implementation, the role of CAPIC vis a vis the Planning and Development Committee.

(ACTION - MARK HORNELL)

46. Items for the November agenda should include the status of the proposed Regional Headquarters Building project, and the issue of the transfer of Niagara Escarpment Commission controls to the City of Hamilton.

(ACTION - MARK HORNELL)

ADJOURNMENT

47. The meeting was adjourned at 12 noon.

MH:NS

A:CAPIC

CENTRAL AREA PLAN IMPLEMENTATION COMMITTEE

CITY HALL, 71 MAIN STREET WEST, HAMILTON, ONTARIO, L8N 3T4

MINUTES

CENTRAL AREA PLAN IMPLEMENTATION COMMITTEE

ROOM 233, CITY HALL

FRIDAY, OCTOBER 13, 1989

MEMBERS ATTENDING:

Charles Forsyth	-	Vice-Chairman - First Place
Gloria DeSantis	-	Social Planning and Research Council
Kay Nolan	-	Separate School Board
Ozzie Ferguson	-	United Senior Citizens
Art Lomax	-	Hamilton Auto Club
Ken Stone	-	Hamilton and District Labour Council
John Eyles	-	McMaster University
Russell Elman	-	Durand Neighbourhood Association
Anne Stewart	-	Hamilton Board of Education
Gil Simmons	-	North End Neighbourhoods

REGRETS:

Mark Boyak	-	Hamilton Real Estate Board
Bruce Rankin	-	Hamilton Society of Architects
Ald. David Christopherson	-	Chairperson
Helen Nemeth	-	Beasley Neighbourhood
Diane Brown	-	Hamilton and District Chamber of Commerce
Francois Roesch	-	Corktown - Stinson
Gabriel Etele	-	Downtown B.I.A.

STAFF:

David Godley	-	Local Planning
Mark Hornell	-	Local Planning
Luc Piccioni	-	Regional Planning
Vladimir Matus	-	Local Planning
Nina Chapple	-	LACAC
Roland Karl	-	Traffic Dept.
Sylvia Renshaw	-	Economic Development
Ted Gill	-	Engineering Department

OBSERVERS:

David Cohen		
Ken Peters	-	Hamilton Spectator

- (1) **Charles Forsyth** welcomed everyone to the special meeting on the perimeter road and requested that **Ted Gill** give his presentation.
- (2) **Ted Gill** gave a video presentation that showed actual scenes of the perimeter road route as it currently exists along with superimposed images of the various design alternatives. Ted then presented the Technical Committee's preferred south-side, stepped option using a series of display panels. Questions were entertained throughout the presentation.
- (3) **Gil Simmons** asked if the perimeter road in the vicinity of Victoria and Burlington Street could be located along the CNR corridor leading to the east.
- (4) **Ted Gill** said that this option was investigated but could only take the road a short distance eastward before encountering obstacles.
- (5) **Russell Elman** asked whether consideration had been given to CAPIC's suggestion that the James Street bridge structure be used for pedestrian oriented uses.
- (6) **Ted Gill** said that a detailed design consideration of this type was not being investigated immediately but that CAPIC should send its suggestion through the Planning and Development Committee as soon as possible. **(ACTION - MARK HORNEILL)**
- (7) **Charles Forsyth** suggested that a motion should be made requesting the Planning and Development Committee to recommend special studies investigating enhancements to the James Street bridge structure.
- (8) **Ted Gill** said that the Engineering Services Committee will hold a public meeting on the perimeter road on Monday, November 13, 1989. Regional Council will make a decision on the recommended alignment on Tuesday, November 21, 1989.
- (9) **Ted Gill** said the two retaining walls for the stepped option below Harvey Park will be 20 - 25 feet in height each. On/off ramps are proposed to go through the CNR property now occupied by Stelco to tie into Barton Street at Queen Street North.
- (10) **Charles Forsyth** said that a Burlington Street Highway 403 link may not be required when transportation is considered in a broad regional context that includes the North/South/East/West Freeway and the 403 in Burlington.
- (11) **Ted Gill** said a systems analysis completed two years ago indicated a need for the perimeter road even with the construction of the North/South/East/West Freeway and other highway improvements.
- (12) **Ted Gill** said that the steering committee felt the stepped option would minimize the impact on the shoreline and harbour commission area of jurisdiction. Ted said a galleria option for the top part of the stepped option would be considered.

- (13) **Charles Forsyth** said the stepped option is a major impact on the bank below Harvey Park.
- (14) **Ted Gill** said the option of splitting the perimeter road-highway 403 interchange was considered but the environmental impact and costs would be prohibitive. Ted said approximately 5,000 cubic metres of fill is required in Cootes Paradise for the interchange.
- (15) **Art Lomax** questioned the safety of the ramp radii at the highway 403 interchange.
- (16) **Ted Gill** said the ramps are designed to Ministry of Transportation standards but nonetheless, the eastbound 403-perimeter road connection ramp will be very tight with speeds in the order of 40-50 km/hr. Ted noted that the Province intends to change the 403-Highway 6 interchange to get rid of the left turn ramp in the near future.
- (17) **Art Lomax** suggested that the perimeter road might be used by Detroit-Buffalo through traffic as a short-cut.
- (18) **Charles Forsyth** thanked **Ted Gill** for his graciousness and expertise in conveying the information to CAPIC.
- (19) **Ken Stone** gave a summary presentation outlining objections to the perimeter road concept. Ken said that Hamilton will be making the same mistakes other cities made 30-years ago. He said the Labour Council supports the idea of a circumferential road but not if it has major negative environmental and social impacts. Ken suggested other ways of dealing with the problem of industrial truck traffic including banning truck traffic downtown and revitalizing rail freight transport. Ken suggested that numerous houses along the route will be removed to save only 7 1/2 minutes of truck travel time. Ken said the City should be planning for people and not the private automobile and private truck transportation.
- (20) **Russell Elman** noted the three main concerns raised: the north-south bridge links; alternatives to the proposed stepped option; and the use of the existing highway network and the East/West/North/South Freeway to carry traffic designated for the perimeter road.
- (21) **Gill Simmons** indicated that she disagrees fundamentally with the perimeter road from Sherman to Highway 403.
- (22) **Charles Forsyth** said that CAPIC should review its position.
- (23) **Art Lomax** said the Central Area Plan says there will be a perimeter road.
- (24) **Gloria DeSantis** said she doesn't believe rethinking the perimeter road contradicts the Central Area Plan idea of having a circumferential road, if one considers the existing east-west highway 403 link in Burlington and the East/West/North/South Freeway.

- (25) **Gill Simmons** expressed her grave concerns regarding the potential impact on Cootes Paradise by noise, loss of open space, and possible pollution.
- (26) **Anne Stewart** suggested that one really can't say what will be the impact on traffic patterns when the East/West/North/South Freeway is opened. She also expressed concern over potential pollution of the harbour from fill and truck accidents.
- (27) **Russell Elman** suggested that no construction should take place on the perimeter road until the East/West/North/South Freeway and other road improvements are completed.
- (28) **Charles Forsyth** said that he will work with **Mark Hornell** and **David Godley** to draft a statement for the next meeting which CAPIC can revise for eventual submission to the Planning and Development Committee. (Action - Mark Hornell).
- (29) **Art Lomax** asked what the Planning Department thinks of the Perimeter Road proposal.
- (30) **David Godley** said major concerns are over noise and visual impacts. David said traffic and environmental concerns need to be balanced. He suggests it will cost approximately \$20 - \$30 million more to construct a lower profile roadway with less visual and noise impact, including bridges under the railway.
- (31) **Art Lomax** said that the embankment below Harvey Park is an integral part of the harbour shoreline. Art said that the Auto Club would prefer a shoreline route over the stepped option, and would prefer more generous turning radii at the 403 interchange. Art also noted that he believes the original position of CAPIC was that both the perimeter road and the East/West/North/South Freeway were required. He stated that a recommendation to not build the perimeter road will not be helpful at the public meeting.
- (32) **Russell Elman** said that it would be an unpleasant experience to walk along a pathway beside a six lane expressway; in reference to the shoreline option.
- (33) **Charles Forsyth** said the perimeter road should be on the next agenda. (Action - Mark Hornell).
- (34) **David Cohen** asked if the video tape could simulate the noise impact?
- (35) **Ted Gill** said that the volume control would be difficult to influence.
- (36) **David Cohen** cited **Lewis Mumford** on the negative impact of highway construction on urban space. He said that Hamilton has been denied its waterfront for over 100-years first by the railway and perhaps for another 100 years by the perimeter road.

- (37) **Charles Forsyth** cited **Mumford's** statement "A trend is not a command".
- (38) The meeting was adjourned at 12:00 noon.

MH/II/cs
CAPMIN2.

5

FROM

MARK HORNELL.

DEPARTMENT

PLANNING + DEVELOPMENT

C.A.P.I.C.

DATE

OCT. 18, 1989.

SUBJECT

PERIMETER ROAD.

MESSAGE

THE DRAFT MEMORANDUM TO THE PLANNING AND DEVELOPMENT COMMITTEE WILL BE HANDED OUT AT THE OCTOBER 27, 1989 MEETING FOR CRITICISM AND REVISION. THE PUBLIC MEETING SCHEDULED FOR NOVEMBER 13, 1989, HAS BEEN PUSHED BACK TO JANUARY 1990, DUE TO AN ALTERNATIVE TO THE STEPPED-OPTION HAVING BEEN INTRODUCED FOR CONSIDERATION AT THIS TIME. DAVID GODLEY WILL REVIEW THESE DEVELOPMENTS AT THE MEETING.

MSH

REPLY FROM

A MESSAGE FROM THE PLANNING AND DEVELOPMENT COMMITTEE

DRAFT
6

CENTRAL AREA PLAN

IMPLEMENTATION STUDIES PROGRAM

CALCULATIONS

Project days needed per year	750
CAPIC ongoing work and administration	<u>50+</u>
Days needed per year	800
Days currently allocated	<u>200-</u>
Extra planner days needed	600
One planner year for projects	<u>200÷</u>
Number of planners needed to complete studies	3

The City of Hamilton has half or less the number of professionals (prorated for population) working on similar central area matters than other large cities such as Ottawa, Toronto, Vancouver, Calgary and Edmonton. Consequently, the City of Hamilton has fallen behind with its planning studies designed to improve the environmental, economic and social fabric of the Central Area. Three more planners/urban designers are needed if the studies below are to proceed according to the schedule.

1990

Estimated Days

Central Business District Study (ongoing)	100
Durand Plan Implementation Committee (ongoing)	100
Central Area Plan Follow-up	25
High Density Zoning Study Follow-up	150
Medium Density Zoning Review	100
Heritage Matters, Architectural and Urban Design Guidelines (various area, GO. Terminus, Gore Park) (ongoing)	150
Development Incentives Program	150
Site Plan Application	<u>25</u>
	800

1991**Estimated Days**

Building Signs	150
Public Participation Policies/Information Review	200
Corktown/Stinson Neighbourhood Plan	150
Mixed Use Zoning	150
Development Incentives Program Follow-through	<u>150</u>
	800

1992

Central Neighbourhood Plan Review	150
Main West Study	100
Performance Standards and Site Plan Guidelines	200
Heritage Matters/Architectural Guidelines	100
Low Density Residential Zoning and Home Occupations Review	100
Downtown Action Plan Review	25
Cash-in-Lieu of Parking and Parking Standards Review	<u>125</u>
	800

1993

Bicycle/Walkway System in Central Area	100
James Street North Review	25
James Street South Study	75
Transfer of Development Rights/Bonussing	100
Heritage Matters/Architectural Guidelines	100
Beasley Neighbourhood Plan Review	150
Urban Transit Mall	50
Quality of Life Study	<u>200</u>
	800

1994

King Street East Study	100
Heritage Matters/Architectural Guidelines	100
Special Housing Needs Study	150
Industrial Strategy	100
Alleyways Upgrading	150
Escarpment Plan (with consultants)	25
Planning Act Amendments	25
Tree Study (with students)	50
Waterfront/CBD Complimentarity	<u>100</u>
	800

1995

Hess Village/King Street West Study	75
King William/John Streets	75
North End Neighbourhood Plan Review	125
Seniors' Facilities	100
Community Social Services	100
Educational Facilities	50
Open Space Strategy	150
Street Vendors	25
Railway Relocation	50
Development Corporation Investigation	<u>50</u>
	800

1996

Architectural and Urban Design Guidelines (various areas - GO Terminus ongoing, Gore Park)	100
Central Area Futures	200
Accessibility for the Disabled	100
Safety Aspects of Urban Design	100
Central Area Plan Review	100
Public Art (Murals, sculptures, donations)	100
Main Street East Study	<u>100</u>
	800

PLANNERS AND LANDSCAPE ARCHITECTS - COMPARATIVE FIGURES

Ottawa and Kitchener were chosen because of:

- similar size;
- self-contained cities;
- presence of neighbourhood planning program.

	Hamilton (pop. 307,000)	Ottawa (pop. 304,000)	Kitchener (pop. 153,000)
Central Area/Neighbourhood Planners	2.7	7	4
Housing Planners	0.3	3	1
Landscape Architects in Parks Department	0	4	4

Information supplied by David Godley, Hamilton
Jack Ferguson, Ottawa
Leon Bensason, Kitchener

Population statistics are for 1988.



THE REGIONAL MUNICIPALITY OF HAMILTON-WENTWORTH

Planning and Development Department
71 Main Street West, Hamilton, Ont. L8N 3T4

7

~~NOT RECORDED~~

Refer to File No. P5-2-41

Attention of

Your File No.

October 10, 1989.

Mr. Stan Spencer,
Commissioner of Engineering,
City Hall.

Attention: Mr. Ted Gill,
 Director of Engineering Planning

Dear Mr. Spencer:

Re: James Mountain Road Reconstruction Project

Further to my letter of September 26, 1989, a meeting was held on October 5, 1989 between representatives of the Planning and Development Department and the Engineering Department to discuss the proposed reconstruction project. In attendance from the Planning and Development Department were David Godley, Mark Hornell and Joe Lakatos; Ted Gill and Tibor Szekely represented the Engineering Department and gave an overview of the proposed design.

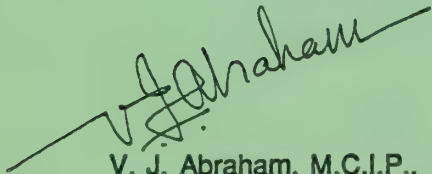
In general, we agree that improvements need to be made to the road to improve sight lines at the top of the escarpment to ensure the structural integrity of the road surface and to carry away storm drainage. In this sense the proposed urban section design has much to recommend it. However, we are concerned with the visual impact of the proposed improvements insofar as they effect the perceptual experience of James Mountain Road.

Currently, James Mountain Road is a narrow (6 metre) road built to rural standards. It fits closely to the escarpment landscape and the narrow paved surface, the overhanging tree canopy, and the loose limestone retaining walls on the upslope side serve to create an intimate roadway that has great scenic quality and complements the heritage values of the Niagara Escarpment environment.

In our view the proposed design, while adequately addressing the structural and safety issues, would detract from the visual characteristics which make James Mountain Road the scenic drive that it is. In particular, the 8 metre paved surface, in combination with additional space for a sidewalk, would appear to significantly alter the intimate scale that is James Mountain Road's chief asset. As well, the proposed gabion box retaining structure on the uphill slope would do nothing to enhance the visual quality of the escarpment.

In conclusion, I would like to suggest that alternative designs be investigated that give greater weight to visual, scenic and experiential qualities as evaluative criteria. I offer the expertise of our Urban Design Section in developing and evaluating a range of roadway design alternatives.

Yours truly,

A handwritten signature in dark ink, appearing to read "V. J. Abraham", written in a cursive style with a long horizontal stroke extending to the left.

V. J. Abraham, M.C.I.P.,
Director of Local Planning.

VJA/II
DURAND

they received little
om, Correction's Min-
Patten, who welcomed
gislatre with the com-

"I'm telling you there's so much
anger anything's possible. Serious job
actions are something we'll be
looking at in the very near future,"

refuses to address their concerns.
Guards staged a work-to-rule cam-
paign in late July.
The Hamilton-Wentworth dele-

the 114, said Paul MacLeod, vice
president of the Hamilton-Went-
worth group, Local 248.
A 19-year-old offender is still in
serious condition at Hamilton Gener-

holds
guard.
14 cas
ing an

Buses built handle abled

MES ELLIOTT
The Spectator

Th Selby, executive
Hamilton's United
Consumers, the easi-
Niagara Falls is by

the new \$40,000
stalled on six brand-
la Coach Line buses
begun a three-year
tion project for
inter-city bus ser-

first time in Canada,
passengers will be
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Scenic view from the bottom of James Mountain Road.

Gary Yokoyama, The Spectator

A fight to save 'heritage highway'

By KEN PETERS
The Spectator

A PLEA to put people and the envi-
ronment before cars has blocked
bulldozers from Hamilton's "heri-
tage highway."

In response to residents' and
councillors' environmental concerns,
particularly the removal of 70 trees,
Hamilton-Wentworth's engineering
committee yesterday stalled a
planned widening of James Moun-
tain Road.

The committee instead opted to
have regional staff review the possi-
bility of turning the scenic mountain
route, connecting James Street
South and West 5th Street, into a one-
way access as an alternative to the
proposed \$2.2 million widening.

Resident Marvin Wasserman
said that while the access road
should be "stabilized" to increase
safety, he implored committee
members to reject the planned wid-
ening.

"This a road that has been our
heritage. Why are you talking about
moving it out," he said.

One-way access instead of widening will be studied

Another resident, Peter Hill,
called the access a "heritage high-
way" that should be preserved as
much as possible.

Both ward representatives, Ham-
ilton councillors Vince Agro and Bill
McCulloch, expressed concern about
the extent of the project, tentatively
scheduled for 1991.

"I certainly urge the committee
to look to improving the road, yes,
but widening is unnecessary," Mr.
Agro said. "We have to stop putting
cars first. Put people and the envi-
ronment before automobiles."

Hamilton-Wentworth's engi-
neering services commissioner Stan
Spencer defended the proposed plan
to widen the narrow roadway to 9
metres (28 feet) from the existing six
metres.

"The improvements are to im-

prove safety," he said. "The existing
road is failing rapidly. Something
should be done within the next year
or two."

Hamilton Councillor Tom Mur-
ray said the road must be widened to
improve safety.

And he warned that a similar
fate awaits the Queen Street access
as well.

"I'm in favor of improving the
road. You talk about trees. Those
trees can be replaced. This has to be
done," he said.

But Hamilton Councillor Mary
Kiss, who feared that as many as 170
trees could be lost from the wid-
ening, favored having staff report on
the possibility of making the road
into a one-way access.

"There are probably 170 trees
that will be massacred and de-
stroyed," she said. "We can't savage
the environment any longer."

Hamilton Councillor John Smith
said the region should hire an
"environment friendly" engineering
firm to provide a second opinion on
the proposed facelift.

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WORLD RENOWNED SPEAKERSThe City in the 1990's - Livable for Whom?

A series of lectures by the foremost international urban experts on the changes and challenges facing our cities at the dawn of a new millennium.

Charles Tilly, New York	October 15
Peter Hall, Berkeley, California	October 12/21
John Sewell, Toronto	October 29
Birgit Krantz, Sweden	November 5
Jorge Hardoy, Buenos Aires	November 12
Manuel Castells, Madrid	November 19

Presented by the Centre for Urban and Community Studies, University of Toronto, and the School of Continuing Studies, University of Toronto, with support from the Canadian Urban Institute (Toronto).

Call (416) 978-2400 to register.

Practicing Planner

The Vancouver Legacies and Gifts Program

by Patricia French

What do you do when the city you love has a birthday? Give her a present, of course. At least, that seemed the obvious answer when Larry Beasley, of the Vancouver City Planning Department, and I, a former member of the Department, started promoting the idea of the Vancouver Legacies and Gifts Program within City Hall in 1984. With visions in our heads of all the urban "goodies" obtainable through the sponsorship of corporations and private individuals, we set out to raise funds during Vancouver's 1986 Centennial year. The result was \$2.4 million in birthday presents, and many lessons on how the private and public sectors can act together for mutual benefit.

Background

The Vancouver Legacies and Gifts Program (VL&GP) included two basic components:

- the Legacies Corporate Appeal for sponsorship of larger projects, which was publicly inaugurated with the publication of a large format VLP catalogue in mid-June, 1985; and
- the Vancouver Gifts Program for donations of smaller gifts, which had its public kick-off in late January, 1986 with circulation of the small Gifts Program catalogue.

The roots of the VL&GP go back to October, 1984, when Council approved a feasibility study for what eventually became the Gifts Program. Attention to larger projects came after a Planning Department review of the strategic opportunities by both Expo'86 and the city's centennial birthday.

The two key objectives of the overall program were:

- to raise money and other resources, especially for projects that would not normally be able to compete for funds from the city budget; and

- to allow individuals, families, and companies to be directly involved, in a tangible way, with civic government, in improving their city.

Program Organization

The VL&GP was set up within the City Manager's office. Its mandate was to:

- identify potential sponsorable projects and gift items;
- undertake the appeal to potential sponsors and donors; and
- obtain approvals of sponsorships.

*... an additional
motivation ... was
the memoriali-
zation of a loved
one.*

The implementation of projects, including design, tendering and overseeing construction, was undertaken by the appropriate department or board in order to ensure that existing expertise was utilized, and to provide consistency with their policies and standards. It should be emphasized that the support and cooperation of these departments was essential to the success of the VL&GP.

Over the course of the program, the staff varied between four and seven full-time people, all but two of them were hired on a consultant basis. Two Advisory Committees, made up of community, media and business representatives, were also used to assist in identifying contacts and to give general advice on the direction of our efforts.

Marketing Outreach

Different types of marketing outreach

were used for the two separate parts of the VL&GP. Important to both was the availability of a wide array of projects for donors to choose from.

The theme of the corporate appeal was "do something good for Vancouver and honour or highlight your company or organization." The main presentation tool was a glossy, full colour, oversized catalogue profiling major improvement schemes from \$25,000 to \$1.5 million in value. Contacts were made via mailings of the catalogue and letters to major companies. Most important, however, were direct telephone contacts with corporate executives, supported by personal presentations and telephone followup. By the end of the program contacts had been made with over 800 corporate groups. About 20 percent of these made some type of commitment in cash or in kind, with 8 percent making significant contributions of \$5,000 or more.

The theme of the Gifts Program Appeal was "give Vancouver a 100th birthday present." The main marketing tool was a 16 page, three colour catalogue with 200 gift ideas from \$5 to \$25,000. The program was mass marketed, with 215,000 catalogues delivered by unaddressed mail to every household and business in Vancouver. Addressed mailings were also made to community groups and selected individuals, with telephone follow up to each recipient.

Paid advertising and public service announcements were also key to the gifts appeal. Thirty second spots on radio and television were run, as were print ads in local newspapers and magazines.

During the course of the appeals, much was learned about the motivations of sponsors and donors for participating in the program. While pride in Vancouver was a significant factor, most corporate contributions were made from marketing and promotions budgets rather than from

arena, and would unite them in the common goal of finding practical resolutions to the domestic homelessness problem. As a national fellowship of Canadian human settlement workers, the Canadian Shelter Foun-

dation would be well poised to participate in the mounting global attack on the problem.

In Canada and abroad, building on the momentum and interest created by the Canadian IYSH conference, there is an obli-

gation for us all to promote the idea of self-help and individual and community participation in development. Shelter must be accepted and recognized as a central component in economic development. Ultimately, the resolution of this and other global problems will entail a new and more humanistic view of development. This view could certainly include the replacement of the full value of natural and human resource advantages we have extracted over time from the developing world. In this manner, we may truly achieve what is often referred to as global equilibrium.

Changing times... is the theme of the CIP National Conference to be held this year in Winnipeg

The Manitoba Association of the Canadian Institute of Planners is pleased to host the 1988 National Conference.

This year's Conference theme is: "Changing Times: There's a new world coming ... Is Canadian Planning Ready?" Winnipeg, as the host city, appropriately reflects this timely theme. The Core Area Initiative; the North Portage Redevelopment, featuring Portage Place; the Red and Assiniboine Rivers Forks Project; the relocation of the CNR East Yards; and the development of a series of concourses and above ground walkways throughout downtown, reflect "Changing Times." These changing times will alter the face of Winnipeg, but we have not forgotten that our towns and rural areas are changing too.

The program that has been prepared reflects the many aspects of these "Changing Times." We will look at "Global Realities," with changing food production, new economics and the movement of people. We will examine the "New Politics," with discussions on regional development, special interests and the public good, and the emerging Native Canadian force.

Each major session will be followed by a variety of mobile workshops, experience workshops and symposia. The final portion of the program will focus on Canadian planners - how they may respond to all the changes, and what their role may be in our new world.

For our French-speaking delegates, we will be providing translation during many of the sessions, with several sessions being presented in both official languages. In addition, one of the invited papers sessions will be presented in unilingual French. Sessions are scheduled so that, most of the time, speakers can be heard in either of the official languages.

Four Mobile Workshops will illustrate

the "Changing Times." A Rural Tour will show how rural areas are influenced by a large, growing urban centre. A tour of an Indian Reserve, within easy access of a major urban centre and a recreation resort area, will illustrate the impact of these influences on an Indian Reserve. Downtown revitalization programs, and reconstruction of Winnipeg's historic past will form the basis of a Downtown Tour, and of a Red and Assiniboine River Forks Tour.

A Participation Workshop, organized by the University of Guelph School of Rural Planning, will look at "Development Today/Planning Tomorrow." This workshop will provide a great opportunity for delegates to get involved first-hand in the conference.

The four Continuing Education sessions will address current issues and "Changing Times." Canadian Housing Trends, the Role of the Planning Departments in Community Development, Alternate Means of Financing Municipal Infrastructure, and the lessons to be learned from tri-government development programs are the subject matter of each Continuing Education Session.

Conference fees are exceptionally low in 1988, and the companions of full registered delegates are invited to attend the plenary sessions at no additional charge.

There will also be time for delegates to enjoy a more social environment. A reception, a riverboat cruise and a Galan evening featuring world renowned Folklorama entertainment have been planned for the enjoyment of delegates. Better yet, come early for the Winnipeg Folk Festival, July 7 - 10, and then stay for the conference.

The Manitoba Association of the Canadian Institute of Planners invites you to the 1988 National Conference. We look forward to your participation.

Management Column

Continued from page 77

- Disbursements and other expenses, including the responsibility for subconsultants;
- Key personnel involved (if a particular member of the firm is required, say so);
- The actual time lines for the project (start, milestones, completion date);
- The method of payment for services rendered (monthly, at milestones, or on task completion);
- A description of the scope of the work;
- A single staff member with sufficient authority for dealings with the consultant.

Conclusion

Obtaining consulting advice is more than just accepting listed experience, the size of the firm or meeting budget limits. It involves setting clear objectives, accepting different ideas and approaches, and establishing good client/consultant relationships. Following the most appropriate procedure will benefit both the consultant and the client.

The sources listed below could be consulted for more suggestions:

Alberta Recreation and Parks. *Selecting and Working with Consultants for Parks and Recreation Projects*, Edmonton, n.d.

Gil, E., et al. *Working with Consultants*, Washington: American Planning Association, 1983.

Lovatt, O. *Hiring Consultants (Technical Resource #6)*, Alberta Municipal Affairs, Edmonton, 1986.

Ontario Management Board of Cabinet. *Consulting Services: A Manager's Guide*, Toronto, 1985.

charitable funds. Sponsors expected significant returns in the form of publicity and recognition to justify their expenditure.

When selecting a project, companies considered the following factors:

- uniqueness and separateness
- permanence
- profile (highly visible or already an important feature)
- political and community support;
- thematic appeal (i.e. related to company's interests, image, or an anniversary);
- location appeal (i.e. improves company's environment);
- affordability; and
- implementability (status of design, approvals, etc.).

While small gifts donors were motivated by many of the same things, an additional motivation of this group was the memorialization of a loved one.

As the program unfolded, new, appealing projects were added, existing projects redefined, and unappealing projects de-emphasized.

Publicity and Donor Recognition

Early in the program, it became apparent that the role of publicity and donor recognition techniques would be critical -

both to ensure corporate sponsors the credit they expected, and to raise the profile and credibility of the program, thus encouraging further sponsorships.

While there was a small advertising budget available for the Gifts Program, a great deal of "free" publicity had to be generated. The program's publicist played a key role, arranging approximately 42 special events and ceremonies, resulting in over 200 newspaper items as well as television and radio coverage.

Donor recognition also took the form of temporary, on-site signs or banners, permanent plaques, signed certificates presented at official ceremonies, and sometimes the naming of the project after the sponsor.

The Yield, Costs and Benefits

A total of 405 sponsors and donors participated in the program, with \$3.1 million in money and in kind resources being offered. Of this amount, \$2.4 million was accepted for 38 projects valued \$5,000 or more (plus a diversity of

smaller items). These projects have been completed. In addition, \$162,000 is partially committed, with further funding or sponsor commitment required, and \$550,000 was offered for two projects with which civic authorities declined to proceed.

Major projects sponsored included restoration of the 50 year old Lost Lagoon Fountain, conversion of an unused pool into a water playground, refurbishment and a new pavilion for the historic 9 o'clock Gun, a wall mural depicting Vancouver's maritime history, new artworks for the civic theatres, decorative painting and floodlighting of the Burrard Bridge, and installation of a unique "dog and people" fountain. Small gifts of trees and benches for neighbourhood parks were also popular.

From inception in 1984 to closure in September, 1987, city administration costs for the program were \$473,700, inclusive of costs for staff, office support, publications, advertising, promotions, donor recognition and advisory committee support. The city's investment was augmented by \$60,000 provided by Van-City Credit Union to underwrite publication and advertising costs for the Vancouver Gifts Program. A further \$12,000 worth of in-kind support was provided by others towards advertising and other costs. In overall terms, the program generated offers representing 6.7 times the city administration costs. Committed sponsorships and donations amount to 5.1 times these costs.

There have also been non-financial benefits. The program offered a tangible way for people and businesses to celebrate Centennial by having a direct impact on their city. The many events and ceremonies provided positive profiles for the city government as well as for the sponsors. Most important, the program provided a means of enhancing communication and contact between the private and public sectors, hopefully opening the way for future cooperation in civic causes.

In Review/ Sous Critique

Redesigning the American Dream: The Future of Housing, Work and Family Life, by Delores Hayden, W.W. Norton and Company, New York, 1984.

Recently, I came across demographic statistics for a neighbourhood which was the subject of a planning study. Twenty percent of the households were single parent families. While this is not an uncommon situation today, it caused me to pause and ask what, if anything, in this neighbourhood plan dealt with this reality.

This ideal ... is crumbling amidst the reality of the growth of the single parent families ...

Delores Hayden's thesis in "Redesigning the American Dream" is that there is a mismatch between the single family dwelling and family life as we know and experience it today. Furthermore, North American society cannot solve its housing problems without re-examining the ideal of the single family dwelling and its relationship to the notions we hold for family life, gender and the social life it embodies. This book represents the author's effort to conduct this re-examination.

"Redesigning the American Dream" begins with an illuminating description of Vanport, Oregon. Vanport was a new town built for the purpose of supporting

the war effort in the 1940s, when men were required on the front. Both mothers and fathers employed in the shipyards required, and were given, a social support network unlike anything seen previously. This support ranged from convenient and good quality day care to affordable communal eating facilities. Vanport was designed to meet the needs of working single and two parent families.

Some of the designs for child care facilities and other family facilities were starting in their simplicity and practicality. For example, a 24-hour day care centre, located between home and work, was designed as a hexagon, with play areas, infirmaries for children, sleeping areas, child sized bath tubs (so that parents could bath their infants easily) and cooking services. Parents could take home prepared meals to economize on precious family time together. Large windows at the centre overlooked the harbour, where children could watch the fruit of their parent's labour. Children could identify with "mommy's ship."

Following the war, these distinctive features and facilities were dismantled in favour of mass produced single family homes and the suburbs which were designed for this housing reality. Why did this re-orientation occur? Hayden describes the post-war years as a mixture of ideal and industrial ability. While increased industrial capability created wealth and a range of mass produced consumer goods, these products were oriented towards a life based on the Victorian model of a working husband and a wife who tended the household and raised the children.

This ideal, embodied in sprawling suburbia, is crumbling amidst the reality of the growth of single parent families and households in which both parents work and pursue careers. Indeed, Hayden questions if the model of nuclear families living in suburbia ever worked well, with its associated problems of stay at home mothers isolated from facilities and other people, commuting fathers away from home for long days and resource consumption.

With changing family patterns, the Victorian model breaks down even further. Nevertheless, Hayden is of the view that we hold tenaciously to the single family dwelling. The book represents a profes-

sional self-examination in which the author retraces planning history to identify alternative housing designs created by planners, landscape architects, and architects, which were more sensitive to the realities of family life as the author understands them. To my surprise, she reveals a wealth of designs created over the last 150 years.

Haydens' reponse to the needs for domesticating today's urban space is cautious and underlines the difficulties that are to be faced. Nowhere are these difficulties made clearer than in a section of the book entitled "Advertisements, Pornography, and Public Space." She emphasizes that we need to be conscious of the ways in which public space is misused for advertising and public displays. More often than not, billboards and advertising displays stem men and enticing women which encourage viewers unconsciously and consciously to regard each other accordingly.

The difficulties to be encountered in re-designing the American Dream are symbolized in the struggle with gender stereotyping. If we are to come to grips with the reality of a neighbourhood in which 20 percent of the households are single parent families and where many households include two working parents, we will have to come to grips with idealized roles for men and women and their roots in the dream house. As I reflected on the difficulties my wife and I have encountered while we both work and raise three children, the value of coming to grips with this became apparent.

This book is readable and interesting. I recommend it highly.

Book reviewed by George McKibbin,
Senior Planner, Niagara Escarpment
Commission, Ontario.

Technology Column News

As the new editor of the Technology column, I invite readers to suggest topics to be considered, directions to be taken, and potential contributors to be contacted. Please feel welcome to include a sentence or paragraph to elaborate suggestions, and to guide my thinking on your views.

I can be reached as follow: Dr. Barry Wellar, Department of Geography, University of Ottawa, Ottawa, Ontario, K1N 6N5, or by phoning (613) 564-9072.

Publications Received/ Publications

Ashton, W.M. and Barry Clark. *Enhancing Residential Subdivision Planning in Small Towns*. Mount Allison University, Sackville, New Brunswick, 1987, 21 pages, CDN\$6.00.

Corbett, Ron. *Housing Accessibility: Present and Future Issues in Atlantic Canada*. Mount Allison University, Sackville, New Brunswick, 1986, 55 pages, CDN\$7.00.

Dykeman, Floyd (ed). *Rural and Small Town Housing: Issues and Approaches*. Mount Allison University, Sackville, New Brunswick, 1987, 96 pages, \$CDN12.00.

Gunn, Clare. *Small Town and Rural Tourism Planning*. Mount Allison University, Sackville, New Brunswick, 1986, 21 pages, \$CDN6.00.

Howells, Jeremy. *Economic, Technological and Locational Trends in European Services*. Gower Publishing Company, Brookfield, Vermont, 1988, 225 pages, \$U.S.49.95.

Knox, Paul, L. *The Design Professions and the Built Environment*. Croom Helm Publishers, Kent, England, 315 pages, £30.00.

Ontario Ministry of Municipal Affairs. *Urban Waterfronts: Planning and Development*. Queen's Printer for Ontario, 1987, 89 pages, \$CDN7.50.

Miele, Frank. *Tourism Development in Scarborough, Ontario: A Case Study*. University of Waterloo, 1986, 87 pages, unlisted.



11.

CENTRAL AREA PLAN IMPLEMENTATION COMMITTEE

CITY HALL, 71 MAIN STREET WEST, HAMILTON, ONTARIO, L8N 3T4

TENTATIVE AGENDA

Friday, November 15, 1989

- (1) Regional Headquarters status report.
- (2) The transfer of Niagara Escarpment Commission controls for the City of Hamilton.

TENTATIVE CENTRAL AREA PLAN
IMPLEMENTATION COMMITTEE PROGRAM 1989

MONTH	SUBJECT	
February 17	Terms of Reference/Implementation Strategy	Information
March 17	Implementation Strategy	"
April 21	Transportation Strategy	"
May 19	Perimeter Road	"
June 16	Perimeter Road Truck Routes	"
July		"
August		"
September 15	Central Business District Study	"
October 20	Perimeter Road	"
November 17	Affordable Housing	"
December 15	Central Business District Study	"
January 19	Housing Policies	"

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CENTRAL AREA PLAN IMPLEMENTATION COMMITTEE

CITY HALL, 71 MAIN STREET WEST, HAMILTON, ONTARIO, L8N 3T4

NOTICE OF MEETING

Friday, November 17, 1989

9:00 a.m.

Room 233

City Hall

URBAN MUNICIPAL

NOV 19 1989

GOVERNMENT DOCUMENTS

David Godley

David Godley, Capic Co-ordinator
(526-4229)

AGENDA

1. Vice-Chairperson's Remarks - Charles Forsyth.
2. Members Reports (two minutes maximum).
3. Minutes of meeting held October 27, 1989.
4. Matters arising from the Minutes.
5. Perimeter Road Update (attached). Presentation by Ted Gill. (FOR INFORMATION AND DISCUSSION)
6. Regional Headquarters Building Status Update. Presentation by Dale Turvey. (FOR INFORMATION AND DISCUSSION)
7. Transfer of Niagara Escarpment Commission Control to the City of Hamilton (attached). Presentation by Caroline Floroff and Martin Killian. (FOR INFORMATION AND DISCUSSION)
8. Committee Monitoring - Presentation by Gloria DeSantis. (FOR DISCUSSION AND ACTION)
9. Information and Other Business.
10. Agenda and time for next meeting.

Colour Key

Use	Blue
Form	Buff
Movement	Green
Economy/Health	Pink
Implementation/Administration/Other	White

CAPMIN:CS

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CENTRAL AREA PLAN IMPLEMENTATION COMMITTEE

CITY HALL, 71 MAIN STREET WEST, HAMILTON, ONTARIO, L8N 3T4

MINUTES**CENTRAL AREA PLAN IMPLEMENTATION COMMITTEE****CITY HALL COUNCIL CHAMBERS****FRIDAY, OCTOBER 27, 1989****MEMBERS ATTENDING:**

Charles Forsyth	- Vice-Chairman - First Place
Arthur Lomax	- Hamilton Automobile Club
Diane Brown	- Hamilton and District Chamber of Commerce
Russell Elman	- Durand Neighbourhood Association
Francois Roesch	- Corktown/Stinson
Kay Nolan	- Separate School Board
Gil Simmons	- North End Neighbourhoods
Bruce Charlton	- Past Chairperson
Gabriel Etele	- Downtown B.I.A.

REGRETS:

Gloria DeSantis	- Social Planning and Research Council
John Eyles	- McMaster University
Mark Boyak	- Hamilton Real Estate Board
Anne Stewart	- Hamilton Board of Education
Bruce Rankin	- Hamilton Society of Architects
Ald. David Christopherson	- Chairperson
Ozzie Ferguson	- United Senior Citizens of Ontario
Helen Nemeth	- Beasley Neighbourhood
Andrew MacKenzie	- Hamilton and District Labour Council

STAFF:

David Godley	- Local Planning
John Samulski	- Local Planning
Luciano Piccioni	- Regional Planning
Sylvia Renshaw	- Economic Development

VICE-CHAIRMAN'S REMARKS:

- (1) **Charles Forsyth** said the committee would defer Item 9 on the agenda, as **Gloria DeSantis** would not be in attendance.
- (2) **Kay Nolan** asked what the role of the Urban Design Committee is with respect to a new development on Duke Street near Bay Street. She asked who has control over the height, mass, materials, etc., in such a building.
- (3) **Bruce Charlton** said that the subject development was the result of a density transfer.
- (4) **Sylvia Renshaw** said that all developments of this type are subject to Site Plan Control.
- (5) **David Godley** confirmed this statement and detailed the specifics of Site Plan Control. He compared Mississauga's holistic approach to Hamilton's more two-dimensional evaluation of development applications.
- (6) **Kay Nolan** asked if the Urban Design Committee has any control over development.
- (7) **David Godley** said they should, and that CAPIC should approach the Urban Design Committee to take action on the matter.
- (8) **Francois Roesch** mentioned the Art Gallery as another building in the Central Area that he found to be unacceptable.
- (9) **Arthur Lomax** suggested that staff take a greater interest in the quality of new development.
- (10) **David Godley** suggested that the Urban Design Committee could request an amendment to the Planning Act.
- (11) **Charles Forsyth** asked if a consensus had been reached about sending a letter to the Urban Design Committee to gain greater control of development approvals. **(ACTION - DAVID GODLEY)**
- (12) **Gil Simmons** expressed her support for the idea.
- (13) **Sylvia Renshaw** suggested that the Urban Design Section be notified of the initiative. **(ACTION - DAVID GODLEY)**
- (14) **Charles Forsyth** said that because of staff limitations, enforcing effective site plan control is very difficult.
- (15) **Gabriel Etele** said that a tender call had gone out for the new Post Office. He will keep the committee informed of any new developments.

- (16) **Charles Forsyth** asked that controls are in place to address materials, etc., used.
- (17) **Gabriel Etele** said that the law courts will retain the fabric of the building.

MINUTES OF THE MEETINGS HELD SEPTEMBER 15, 1989 AND OCTOBER 13, 1989:

- (18) **Kay Nolan** asked if the committee was going to follow-up on Item 39 from the September 15, 1989 minutes, concerning the City's request that the Niagara Escarpment Commission relinquish its jurisdiction in order to gain local control over lands at the foot of the escarpment. This is scheduled for the next meeting.
- (19) Moved and seconded that the minutes be adopted. **(CARRIED)**

PERIMETER ROAD:

- (20) **David Godley** reviewed the status of the Perimeter Road. The preferred option has changed from the "stepped option" to a cut and cover concept under York Boulevard.
- (21) **David Godley** presented the committee with a draft copy of CAPIC's report to the Planning and Development Committee on the tunnel concept.
- (22) **Arthur Lomax** said that CAPIC does not have enough information to endorse the proposal, as outlined in the report. He suggested that CAPIC urge the acceleration of the construction of the North-South-East-West Freeway Project.
- (23) **Gil Simmons** suggested that the statement "CAPIC welcomes the modified" be changed to less strongly indicate support for the option.
- (24) **Arthur Lomax** said that CAPIC should encourage funding re-allocation to push the N.S.E.W. Freeway ahead.
- (25) **Gil Simmons** said the report was useful since it suggests a re-examination of the premise of the Perimeter Road, and the preservation and promotion of the waterfront.
- (26) **Russell Elman** said the report was rather loosely structured. He felt that CAPIC's recommendations should be mentioned up-front and more strongly. He also agreed that the report implies CAPIC's support for the proposal too strongly.
- (27) **Gabriel Etele** said that the wording of the report was appropriate, since it sends out a positive message to the Planning and Development Committee.
- (28) **Russell Elman** expressed concern that CAPIC's message would be misinterpreted as support for the specific technical option.

- (29) **Sylvia Renshaw** said that the Planning and Development Committee often only consider a reports specific recommendations when considering an issue. The main body of the report is included only in the appendix, and is often unread.
- (30) **Arthur Lomax** asked at what point the preferred technical option was at within the Engineering Services Committee.
- (31) **Arthur Lomax** said CAPIC must carefully examine the proposal before making a specific statement on it.
- (32) **David Godley** suggested that **Ted Gill** attend the next meeting to provide more details to CAPIC. (ACTION - DAVID GODLEY)
- (33) **Gil Simmons** asked if there was going to be a workshop before the public meeting on the proposal.
- (34) **David Godley** said he was not aware of such a workshop.
- (35) **Gil Simmons** suggested that CAPIC carefully consider the impacts of the proposal on Cootes Paradise.
- (36) **Charles Forsyth** said the report should be revised and distributed to CAPIC for further comments. ACTION - DAVID GODLEY)
- (37) **Gil Simmons** asked **Charles Forsyth** if he had any comments as to the status of STELCO property at the foot of Queen Street.
- (38) **Arthur Lomax** said he did not oppose the acquisition of the STELCO site by the municipality.
- (39) **Charles Forsyth** suggested that staff contact the appropriate agencies to discuss the status of and possible future uses for the lands. ACTION - DAVID GODLEY)
- (40) **Gil Simmons** mentioned the Bay Auto Wreckers site as an example of the type of industrial blight the city should try to avoid in the future.

CENTRAL AREA PLAN IMPLEMENTATION PROGRAM:

- (41) **David Godley** outlined the Central Area Plan Implementation Studies Program for the next 6-years, and indicated that there were an inadequate number of staff to handle the implementation work proposed.
- (42) **Sylvia Renshaw** asked if Regional staff were included in the comparative figures presented.

- (43) **David Godley** said no, since Regional staff have a different mandate.
- (44) **Russell Elman** asked what CAPIC can do about the under-staffing problem.
- (45) **David Godley** said that CAPIC should request additional staff.
- (46) **Arthur Lomax** asked if other committees are pushing for similar hirings.
- (47) **David Godley** said that the Durand Neighbourhood Plan Implementation Committee are presently asking for staff-time as part of their recommendations.
- (48) **Russell Elman** said that many of the staff concerns overlap and increased staff would not only benefit CAPIC or the Durand Implementation Committee, but all projects.
- (49) **Gil Simmons** said the North End would benefit as well from a staff increase.
- (50) **Charles Forsyth** suggested there may be a disproportionate numbers of staff working on macro issues at the regional level, at the expense of local micro issues.
- (51) **Arthur Lomax** said the scheduling of CAPIC initiatives should be summarized on one page.
(ACTION - MARK HORNEILL)
- (52) **Russell Elman** suggested that CAPIC approach the Planning and Development Committee and present a strong case for the acquisition of new staff.
- (53) **David Godley** suggested that CAPIC members approach **Alex Georgieff** and **Jim Thoms** to request additional staff.
- (54) **Gil Simmons** expressed concern that the Planning Department is being allowed to deteriorate.
- (55) **Sylvia Renshaw** suggested that **David Godley** outline the recent changes in Planning staff.
- (56) **David Godley** informed the committee of **Victor Abraham's** appointment as "Director of Regional Planning" and **Alex Georgieff's** appointment as "Director of Local Planning".
- (57) **Charles Forsyth** said he felt there is no administrative structure in place to affect positive change at the micro level.
- (58) **Russell Elman** expressed support for the initiative to approach high-level staff on the inadequate staffing issue.
- (59) **David Godley** offered to arrange a meeting between high-level staff and CAPIC members.
(ACTION - DAVID GODLEY)

- (60) **Arthur Lomax** asked what the success rate was for requesting extra staff.
- (61) **David Godley** said that extra staff is usually not hired.
- (62) **Sylvia Renshaw** asked if CAPIC has ever made an application to the province for outside funding for staff.
- (63) **David Godley** said they had not.
- (64) **Gil Simmons** said the onus should be on the City to take responsibility for their own planning matters.

JAMES MOUNTAIN ROAD RECONSTRUCTION:

- (65) **David Godley** presented the letter sent to **Ted Gill** regarding the James Mountain Road reconstruction project.
- (66) **Russell Elman** asked when the report on the project would be available.
- (67) **David Godley** said he did not have that information.
- (68) **Russell Elman** said it would be a good opportunity to suggest a traffic study at this location.
- (69) **Arthur Lomax** said there has been a great deal of localized traffic study with respect to specific projects.
- (70) **Russell Elman** said there has been no adequate study done on the James Mountain Road area recently.
- (71) **Kay Nolan** said the one-way option may be inappropriate because of a house requiring two-way access on the road.
- (72) **Francois Roesch** said that a sidewalk would be desirable along the reconstructed road.

CENTRAL BUSINESS DISTRICT STUDY UPDATE:

- (73) **John Samulski** gave a brief presentation on the status of the Central Business District Study.
- (74) **Russell Elman** emphasized the need to consider the impacts of the study in a neighbourhood context.

- (75) **John Samulski** indicated that existing neighbourhood policies and character will be treated sensitively and appropriately when the study reaches the policy making stage.
- (76) **Arthur Lomax** said the area of King Street between Mary and Wellington should be examined for its re-development potential.

INFORMATION AND OTHER BUSINESS:

- (77) **Russell Elman** inquired as to the status of St. Mark's Church.
- (78) **David Godley** reviewed recent developments concerning the site and said Parks Committee had agreed in principle to make use of the 5% Park Fund.
- (79) **Gil Simmons** asked about the proposed site for the new Regional Headquarters.
- (80) **David Godley** said that it is proposed to be built behind City Hall.
- (81) **Russell Elman** suggested that CAPIC approach the Region to locate at the Bank of Montreal site at Main/James.
- (82) **Russell Elman** suggested a letter be sent to Regional Council promoting the Bank of Montreal site for examination as a location for the new Regional Headquarters. **(ACTION - DAVID GODLEY)**

AGENDA AND TIME FOR NEXT MEETING:

- (83) The next regular meeting will be held on Friday, November 17, 1989 at 9:00a.m. Matters for the agenda include a Regional Headquarters status report and the transfer of Niagara Escarpment Commission controls for the City of Hamilton. **(ACTION - MARK HORNEILL)**

ADJOURNMENT:

- (84) The meeting was adjourned at 11:30a.m.

CENTRAL AREA PLAN IMPLEMENTATION COMMITTEE

CITY HALL, 71 MAIN STREET WEST, HAMILTON, ONTARIO, L8N 3T4

FOR ACTION

REPORT TO:SUSAN REEDER, SECRETARY
PLANNING AND DEVELOPMENT
COMMITTEE

DATE: November 2, 1989

COMM FILE

DEPT FILE: P5-4-7-9

FROM:CHARLES FORSYTH, VICE-CHAIRPERSON
CENTRAL AREA PLAN IMPLEMENTATION COMMITTEESUBJECT

Perimeter Road Study.

RECOMMENDATIONS

- o That a comprehensive study of transportation be done by the Region of Hamilton-Wentworth, taking into account overall planning and transportation objectives, since such a study has not been carried out for about 25 years.
- o That the study include a more detailed examination of alternatives to the proposed Perimeter Road, including modifying the existing road network and deleting the portion west of Bay Street, and that social, economic, land use and urban design impacts be measured and compared.
- o That the proposed the Perimeter Road be considered in light of:
 - 1. Regional matters; e.g., Transit, upgrading the East/West Transportation facility to expressway, Traffic Management, including truck routes;
 - 2. Provincial matters; e.g., preservation of affordable housing, environmental protection, including waterfront areas;
 - 3. City objectives; e.g., linking the downtown to the north end/waterfront, traffic restraint in the downtown, creating attractive neighbourhoods.
- o That as part of the study, consideration be given to accelerating the Red Hill/East-West Expressway project.

- o That a study be undertaken by the City of Hamilton for establishing links between the downtown and the waterfront, in particular, looking at decking opportunities across the CN Railway.

C. Forsyth, Vice Chairperson
Central Area Plan Implementation Committee

FINANCIAL IMPLICATIONS

N/A.

COMMENTS

- o CAPIC welcomes ongoing review of the Perimeter Road and notes that the revised technically-preferred option beneath York Boulevard reduces impact on the slope below Harvey Park, and also reduces noise impact on the western harbour. Other impacts remain:
 - 1. Cootes Paradise - visual noise, water pollution and possible spillage from trucks;
 - 2. Bay Bridge - visual and noise impacts of the Perimeter Road bridge over the railway and the loss of decking opportunities over the railway.
- o CAPIC believes the timing of the Perimeter Road (construction about 2000 AD) gives an opportunity for additional consideration and that material generated would be useful for environmental assessment.

DG:CS
Neigh.Gen.

FOR ACTION

7.

REPORT TO: SUSAN REEDER, SECRETARY
PLANNING AND DEVELOPMENT COMMITTEE

FROM: J. D. THOMS, COMMISSIONER
PLANNING AND DEVELOPMENT DEPARTMENT

DATE: 1988 October 19
COMM FILE:
DEPT. FILE: P5-7-1

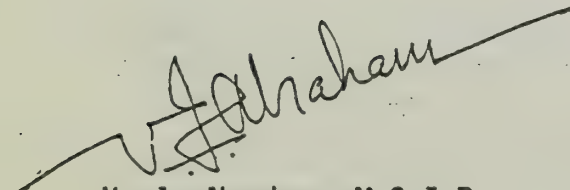
SUBJECT:

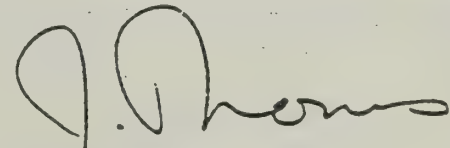
Development Control - Niagara Escarpment Planning Area.

RECOMMENDATION

That the Planning and Development Committee recommend to Council that the City Clerk be directed to advise the Region that the City of Hamilton supports:

- the retention of the existing development control system .
administered by the Niagara Escarpment Commission for those areas designated "Escarpment Natural Area" in the Niagara Escarpment Plan within the City of Hamilton; and,
- the City assume development control through zoning and site plan control for those areas designated "Escarpment Protection Area" and "Urban Area" in the Niagara Escarpment Plan.


V. J. Abraham, M.C.I.P.
Director of Local Planning


J. D. Thoms, M.C.I.P.
Commissioner
Planning and Development Department

FINANCIAL IMPLICATIONS

N/A

EXPLANATORY NOTE

The Region has requested the City's comments on a report entitled "Development Control in the Niagara Escarpment Planning Area". The report details three options available regarding development control in the Niagara Escarpment Planning Area including:

- retain the existing system administered by the Niagara Escarpment Commission (N.E.C.);

- delegate the responsibility to the Region; or,
- delegate the responsibility to the local municipality.

BACKGROUND

The Region of Hamilton-Wentworth has requested the City's comments (amongst others) on a report entitled "Development control in the Niagara Escarpment Planning Area" (see Appendix I attached). This report discusses the advantages and disadvantages of three options available regarding development control in the Niagara Escarpment Planning Area including:

- retaining the existing system as administered by the N.E.C.;
- delegating the responsibility to the Region; or,
- delegating the responsibility to the local municipality by removing the designated Development Control Area and replacing it with zoning and site plan control.

Prior to taking a position on this matter, the Region has requested comments from the area municipalities, the Hamilton, Halton and Grand River Conservation Authorities, the Niagara Escarpment Commission (N.E.C.) and the Ministry of Municipal Affairs.

ANALYSIS

Development control within the Niagara Escarpment Planning Area is currently administered by the N.E.C. The Niagara Escarpment Planning and Development Act permits the delegation of the administration of the development permit system to a Regional Municipality if requested, and provided the Regional Official Plan conforms to the Niagara Escarpment Plan (N.E.P.).

Alternatively, local municipalities could assume control over the Niagara Escarpment Planning Area by reinstituting zoning and site plan control if the Province agrees to remove the area from "Development Control" within that municipality. In this case, the local Official Plan must be brought into conformity with the N.E.P. A detailed description of these processes can be found in Appendix I (attached).

From reviewing the options in detail, the following observations can be made:

- N.E.C. retains development control. Maintaining the status quo will ensure consistency in the application of the Niagara Escarpment Plan policies throughout the Niagara Escarpment Planning Area. This is an established system which has been in place for a number of years. While there have been no major problems, this process has the added disadvantage of having a limited sensitivity to local situations and issues.

- Region assumes development control. This approach will ensure a consistent application of the Niagara Escarpment Plan policies within the Region. The Region is more familiar with local conditions and issues than the N.E.C. The major drawback to this option, however, is the costs and increased workload for staff. While there is staff with expertise to process applications, additional staff would be required to handle the anticipated volume of applications and administration. In addition, a system of enforcement would have to be established with possible involvement of the City Solicitor's Department; and,
- Municipality assumes development control through zoning and site plan control. Once implemented, this option will fit into an established development application process. The public would only have to deal with one level of government instead of two. This option would be costly in terms of initial and on-going implementation costs. There is staff with the appropriate expertise to process applications. However, additional staff would be required to handle the anticipated volume of applications and administration.

In assessing the implications and merits of each option, it is felt that retaining the existing development control system with the N.E.C. is preferable in those areas designated "Escarpment Natural Area" in the N.E.P. (see attached map). This designation reflects the Escarpment face within the City and is largely undeveloped except for access roads and parks. Its dramatic topography prohibits most development. It is thus appropriate for development control along the Escarpment face to remain with the N.E.C., given the Provincial importance of preserving this unique feature which traverses southern Ontario.

Further, development control for those lands designated "Escarpment Protection Area" and "Urban Area" (see attached map) in the N.E.P. should be assumed by the City through its zoning and site plan control process. The areas designated "Escarpment Protection Area" (Chedoke Golf Club and King's Forest/Red Hill Creek Valley) are either undeveloped or developed with recreation uses which maximize their unique location adjacent to the Escarpment. They are also designated "Open Space" in the City's Official Plan. The areas designated "Urban Area" in the N.E.P. are largely developed with urban uses, mainly residential. On this basis, it would be appropriate that these areas should be under the City's development control process. As noted above, this will:

- be more convenient and familiar to the public;
- ensure adequate public input; and,
- be flexible to consider local conditions.

CONCLUSION

On the basis of the foregoing, the following approach for development control along the Niagara Escarpment can be supported:

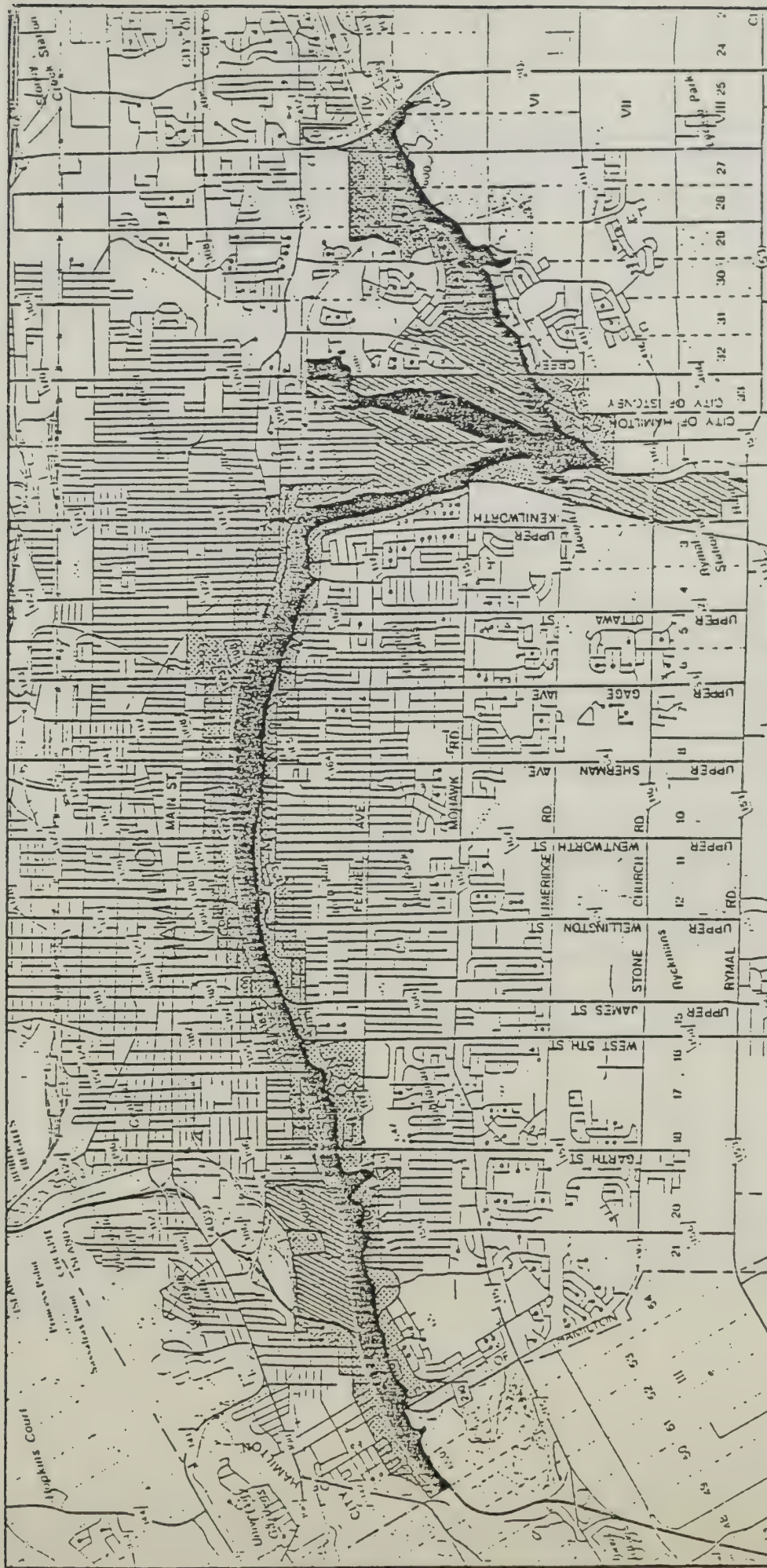
- lands designated "Escarpment Natural Area" in the Niagara Escarpment Plan should be retained under the existing development control system administered by the Niagara Escarpment Commission; and,
- lands designated "Escarpment Protection Area" and "Urban Area" in the Niagara Escarpment Plan should be administered by the City through municipal zoning and site plan control.

The City Clerk should be requested to advise the Region of the City's position in this matter.

QJ

JDT/mr

WP 0021P



Escarpment Natural Area

Escarpment Protection Area

Urban Area

Excerpts from the Niagara Escarpment Plan

OCT/1908

CITY OF HAMILTON
CLAREBROOK TWP

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Garfield's Corners



THE REGIONAL MUNICIPALITY OF HAMILTON-WENTWORTH
Office of the Clerk

526-4140

RECEIVED

JUL 4 1988

P.O. Box 910, Hamilton, Ontario L8N 3V9

June 30, 1988

CITY CLERKS

Refer to File No.

Attention of

Your File No.

PLANNING & DEVELOPMENT LOCAL PLANNING BRANCH					
FIG. NO.	TO	STAFF	INIT.	INFO.	ACT.
	DIR.				
	SP. & A.				
	NEIGH.				
	DEV.				
	E.S.U.C.				
	S.A.M.				
	CART.				

Mr. E. Simpson, Clerk
City of Hamilton
City Hall
71 Main Street West
Hamilton, Ontario
L8P 1H4

Dear Mr. Simpson:

Re: Economic Development and Planning Committee
Report 10-88, Item 28

At the regular meeting of Regional Council held Wednesday, June 29, 1988 the following recommendation was concurred in:

28. Development Control - Niagara Escarpment Planning Area (PLA-88-042)

That the Report entitled, "Development Control in the Niagara Escarpment Planning Area", attached to Planning Report No. PLA-88-042, be received and circulated to all Area Municipalities; the Hamilton Region, Halton Region, and Grand River Conservation Authorities; the Niagara Escarpment Commission; and, the Ministry of Municipal Affairs for comment.

Should you have any questions, kindly contact Mr. J. Thoms, Commissioner of Planning, 526-4101.

Yours very truly,

P. Noe Johnson, M.A., LL.B.
Regional Clerk

Attach. #3.16
c.c. - J. Thoms

Copy: Y. Abraham, Director of Local Planning
1988 July 5

May 30, 1988

Refer to File No. R 516.4
Attention of
Your File No.

MEMORANDUM NO. PLA-88-042

TO: THE CHAIRMAN AND MEMBERS OF
ECONOMIC DEVELOPMENT AND
PLANNING AND COMMITTEE

SUBJECT

Development Control in the Niagara Escarpment Planning Area:

COMMENTS

The attached report examines development control for the Niagara Escarpment Planning Area. It includes an analysis of the advantages/disadvantages of three possible options for controlling development. The options are:

1. Retaining the existing system of issuing development permits processed by the Niagara Escarpment Commission.
2. Delegating the administration of the development permit system to Hamilton-Wentworth.
3. Re-establishing zoning and site plan control within the Niagara Escarpment Planning Area.

The report does not give a final recommendation regarding development control in the Niagara Escarpment Plan Area but provides a basis for further examination of this issue. The opinions of the local municipalities, Niagara Escarpment Commission, Ministry of Municipal Affairs and affected conservation authorities should be obtained before a final decision is presented to Regional Council.

RECOMMENDATION

The Economic Planning and Development Committee recommends that:

1. The Report entitled "Development Control in the Niagara Escarpment Planning Area" attached to Planning Report No. 88-042 be received and circulated to all Area Municipalities; the Hamilton Region, Halton Region, and Grand River Conservation Authorities; the Niagara Escarpment Commission; and, the Ministry of Municipal Affairs for comment.

Respectfully submitted,



J. D. Thoms, M.C.I.P.
Commissioner
Planning and Development Department



J. A. Gartner, M.C.I.P.
Director
Regional Planning Branch

SCM:dc
Att.

W.P. DOC. #0086P

DEVELOPMENT CONTROL IN THE
THE NIAGARA ESCARPMENT
PLANNING AREA
IN
HAMILTON-WENTWORTH

Hamilton-Wentworth Planning and Development Department
Regional Planning Branch
Plans Administration Division

May, 1988
W.P. DOC. #0086P

This report examines the option of delegation to the Region of development control in the Niagara Escarpment Planning Area, or its replacement by other suitable forms of regulation. The report examined all the legislative basis for delegation and options for administering development control (i.e. Provincial or Regional control over development system or area municipal control through zoning and site plan control) and provides conclusions.

The Province of Ontario presently regulates development in the Niagara Escarpment Planning Area through administration of a development permit system.

The Niagara Escarpment Planning and Development Act permits delegation of the administration of the development permit system to a Regional Municipality if requested. The delegation would not include the administration of amendments to the Niagara Escarpment Plan.

The development permit system is used to regulate development within the Niagara Escarpment Commission Development Control Area (see Map 1). The development permit allows a specific land use and/or a construction project on a property. The intent of the development permit process is to maintain and implement the policies of the Niagara Escarpment Plan (N.E.P.).

This Report is intended to provide observations and preliminary findings on the various methods of controlling development within the N.E.P. Area. It would be appropriate that final recommendations on the future control of development in the N.E.P. Areas in Hamilton-Wentworth be formulated after the receipt of feedback from the Province, local municipalities and other interested agencies on this report.

II THE LEGISLATIVE BASIS

The legislative basis for delegation of the administration of the development permit system is contained in Section 25(1) of the Niagara Escarpment Planning and Development Act.

The Act allows delegation to Regional Municipalities only. The preconditions to delegation include:

- o Permanent, professionally qualified staff.
- o Appropriate administrative procedures and adequate financial resources to provide the service.
- o An expression by the Regional Municipality of its desire to assume or support the delegated responsibilities.
- o Agreement by the municipality to the conditions of delegation as set by the Minister.

Also, development control may be removed from lands which would allow Area Municipalities to reinstitute zoning and site plan control.

III ADMINISTRATION OF DEVELOPMENT CONTROL - THE OPTIONS

In order to administer the Permit System or alternatively bring the development control under local jurisdiction, presently 3 options exist:

- o To retain the existing system administered by the Niagara Escarpment Commission (N.E.C.).
- o The second option is to delegate the responsibility to the Regional Municipality of Hamilton-Wentworth.
- o To delegate responsibility to the local municipality through removal of the designated Development Control Area (Map 1) with replacement by zoning on the lands.

A) THE EXISTING DEVELOPMENT PERMIT SYSTEM

Most development proposals within the Niagara Escarpment Planning Area; with the exception of minor activities such as interior or exterior building alterations, installation and maintenance of certain services, and minor additions, require a development permit from the N.E.C. Typical proposals covered by permits are changes in land use, new construction, building demolition and grading.

A development permit application is submitted by an applicant to the N.E.C. The N.E.C. staff circulates the application to various agencies including Hamilton-Wentworth. After receiving comments a report is presented to the N.E.C. which then makes a decision. If the decision is appealed then a hearing officer is appointed and after a public hearing he makes a recommendation to the Minister of Municipal Affairs whose decision is final.

The process takes approximately 3-4 months if no hearing is required and 6-8 months if a hearing is required. Assuming the development permit application is approved, the applicant would still have to obtain a building permit, if required, from the local municipality.

Enforcement of conditions pertaining to development permits is also needed.

Table 1 indicates the average number of N.E.C. development permit applications over the past 2 years by municipality in Hamilton-Wentworth.

TABLE 1

AVERAGE ANNUAL NO.* OF NIAGARA ESCARPMENT DEVELOPMENT PERMIT
APPLICATIONS BY MUNICIPALITY

REGION	180
HAMILTON	25
FLAMBOROUGH	85
STONEY CREEK	23
ANCASTER	39
DUNDAS	8

* Based on 1986 and 1987 figures

COSTS

N.E.C. operating budget.

B) DELEGATION TO THE REGION

In this option, the Region assumes the role of the N.E.C. in processing development applications as outlined in the previous option. Regional staff would be required to process the application and attend any required hearings (i.e. N.E.C.).

In this case Regional council, or a delegated body, would assume the role of the N.E.C. and would be responsible for approving/denying N.E.C. development permit applications. The Minister has the power to revoke delegated powers at any time.

COSTS (Estimated)

Additional Staff (1/2 Planner I, Planner III,
Steno/Clerk, Management)

Salary and Benefits	\$120,000
---------------------	-----------

Administration (Printing, Mail, Office Space, Equipment)	\$ 30,000
--	-----------

TOTAL	\$150,000*
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* It may also be necessary to provide enforcement of development permits which may entail additional costs.

No program has been established by the Province to fund delegation. The cost of administering the system could be partially offset by the institution of an application fee if agreed to by the Province. Presently no fee is charged. If the fee were the same as a Land Severance Application, it is estimated that \$45,000 (i.e. 180 applications X \$250) would be generated to be applied against the cost of administration. Under this scenario the net cost to the Region, in 1988 dollars would be approximately \$105,000.

C) DELEGATION TO AREA MUNICIPALITIES

Under current legislation, an area municipality cannot be delegated the administration of the development permit system. Area municipalities could assume control over development in the Niagara Escarpment Planning Area by reinstituting zoning and site plan control if the Province agrees to remove "Development Control" from the geographic area involved. One prerequisite to this option is that the local Official Plan be brought into conformity with the N.E.P.

Based on present Ministry of Municipal Affairs procedures this option could be implemented on an incremental basis. Zoning and Site Plan Control would initially be established within the Escarpment Urban Areas and then possibly extended to the Escarpment Rural Area. After having gained experience with implementing zoning and site plan control, consideration could be given to including zoning and site plan control for Escarpment Protection and Escarpment Natural Areas. This process would be subject to concurrence by the provincial Ministry of Municipal Affairs (and Niagara Escarpment Commission).

The enforcement of zoning and site plan control could be implemented under existing procedures. The municipality (in consultation with the N.E.C.), would be required to establish appropriate zoning controls for lands within the various designations (i.e. Natural, Protection, Urban and Rural) of the Niagara Escarpment Plan to ensure the zoning implements the intent of the Plan.

COSTS -

Actual costs are unknown but would involve revisions to official plans to bring them into conformity with the Niagara Escarpment Plan, and changes to the applicable zoning by-laws. Provincial grants might be available for these activities. There may also be additional staffing costs to cover increased workloads related to the approval process.

IV ANALYSIS OF THE ALTERNATIVES

A summary of the advantages and disadvantages of each alternative is contained in Appendix "A".

From this summary the following observations can be made:

- o Delegation would allow greater municipal input and control of the planning process related to the Niagara Escarpment Planning Area.
- o Delegation will involve significant costs. If Regional delegation takes place, ongoing annual costs, including enforcement requirements, will be incurred.
- o If zoning by-laws replace N.E.C. Development Control, start-up costs will result in terms of official plan and zoning by-law review and revisions and ongoing expenses related to additional workloads associated with implementation.
- o If the Region received delegation the workload of the Regional Economic Development and Planning Committee would increase significantly since all development applications would have to be reviewed separately and applicants given the opportunity to speak. Alternatively a sub-committee may have to be established.
- o The principles and policies of the N.E.P. may be less uniformly applied throughout the Plan Area if individual area municipalities assume control through zoning.
- o In the event that a common position and consistent approach on the preferred type of development - control to be applied in Hamilton-Wentworth is not reached considerable extra complexity, expense and public confusion could be expected to result.

In the long term replacement of N.E.C. control with zoning by-laws may be most practical. This approach would eliminate the N.E.C. development control process; allow for greater local decision making within an existing planning control process; and provide for N.E.C. interests within the mandate of the present and somewhat familiar Planning Act appeal process. However, before such a system could be put in place, official plans and zoning by-laws would have to be brought into conformity with the Niagara Escarpment Plan and Provincial concurrence would be required.

Delegation of N.E.C. control to the Region could occur in a shorter timeframe and would provide a consistent and centralized administration but would be costly. Significant additional Regional administrative duties and related staffing increases and costs would be experienced. This option would entail a transfer in the administration of the existing approval function from the Province to the Region rather than its replacement (by zoning).

V CONCLUSION

This report identifies and evaluates a number of options with respect to controlling development in the Niagara Escarpment Planning Area.

The decision to consider assumption of the administration of the Niagara Escarpment Permit System or its replacement by a zoning by-law based system must be weighed against the cost of administering the process and the desirability of increasing local control over planning matters within the Niagara Escarpment Planning Area.

Prior to a final decision being made by the Region with respect to the appropriate course to follow, the Area Municipalities, Niagara Escarpment Commission, Ministry of Municipal Affairs, and other affected local agencies (Hamilton Region, Halton Region and Grand River Conservation Authorities) should be given an opportunity to review this report and provide commentary respecting the preferred option(s).

APPENDIX "A" - EVALUATION OF OPTIONS

ALTERNATIVES

ADVANTAGES

DISADVANTAGES

A) N.E.C. retains
Development
Control

- No cost to the Region.
- Established process.
- Generally consistent application of N.E.P. throughout the Plan Area.

- Limited account of local situation.
- Additional approval process.
- Provincial control over minor development matters normally handled by municipality.
- Relatively long timeframe for approval.
- Inconvenience to applicant.
- Lack of consistent enforcement.

B) Region assumes
Development
Control

- Consistent level of application of N.E.P. throughout Region
- Region's knowledge of local conditions.
- Potentially more efficient processing of applications.
- Convenience to applicant.

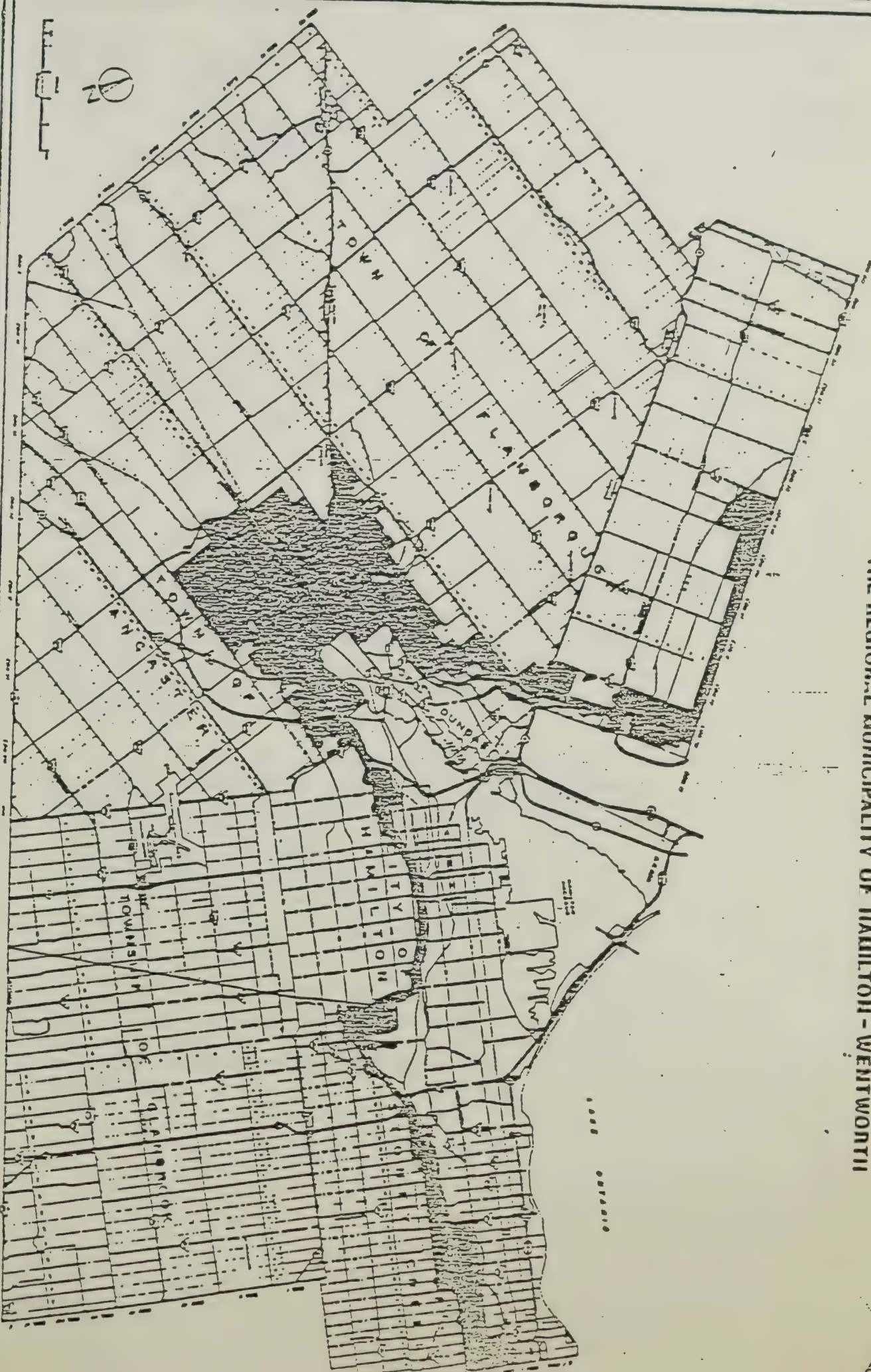
- Implementation costs to Region.
- Additional approval process (2 levels of government)
- Regional control over minor development matters.
- Additional workload and responsibility for E.D. & P. Committee and Regional Council.
- Establishment of enforcement requirements.

C) Municipality
assumes development
control through
Zoning and Site
Plan

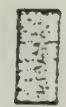
- Once implemented, will fit into a process which is already in place.
- Flexibility to consider local conditions.
- Public only deals with one process and one level of government.
- Enforcement procedures are established.

- Initial and ongoing implementation costs.
- Potential lack of consistency of application throughout Region.
- Interim use of 2 different systems could lead to public confusion over jurisdiction.
- Length of time to full implementation.

THE REGIONAL MUNICIPALITY OF HAMILTON - WENTWORTH



LEGEND



DEVELOPMENT CONTROL AREA
Ontario Government Regulation 603-80 As Amended

NIAGARA ESCARPMENT COMMISSION
DEVELOPMENT CONTROL AREA IN
HAMILTON-WENTWORTH

Planning and Development Department



Ontario

Ministry of
Municipal
Affairs

Ministère des
Affaires
municipales

Community
Planning

Planification
communautaire

RECEIVED APR 21 1989

777 Bay Street
Toronto, Ontario
M5G 2E5

777, rue Bay
Toronto (Ontario)
M5G 2E5

April 17, 1989

Mr. R. J. Wynott
Regional Chairman
The Regional Municipality of
Hamilton-Wentworth
119 King Street West
P.O. Box 910
Hamilton, Ontario
L8N 3V9

Dear Mr. Wynott:

The recommendation outlined in your letter of March 10, 1989 provides a good first step for discussion on this matter. Removal of development control in Minor Urban Centre and Urban Area designations to area municipalities whose Official Plans conform to the Niagara Escarpment Plan and who have adequate zoning and site plan control instruments in place, is presently being considered.

We concur with your recommendation that the Niagara Escarpment Commission should retain Development Permit authority on lands designated Escarpment Natural Area and Mineral Resource Extraction Area designations. Further, and contrary to your recommendation, it is the Ministry's position that development control for the Escarpment Protection Areas remain with the Commission because this designation also includes and is the continuation of the elements that the Niagara Escarpment Plan was intended to protect. The procedure that is in place under the present system applies development control in a consistent manner along the length of the Escarpment on lands that are significantly sensitive and characteristically typical of the Escarpment.

- 2 -

We would also advise that the Escarpment Rural Area designation should remain under the control of the Commission. Eventually and perhaps as the second phase of review and consideration, delegation of Escarpment Rural Areas may be contemplated.

I trust these comments will enable further discussions on this matter.

Sincerely,

A handwritten signature in dark ink, appearing to read 'Les Fincham', written in a cursive style.

Les Fincham
Director
Central Projects

SD:sg

CAUSE



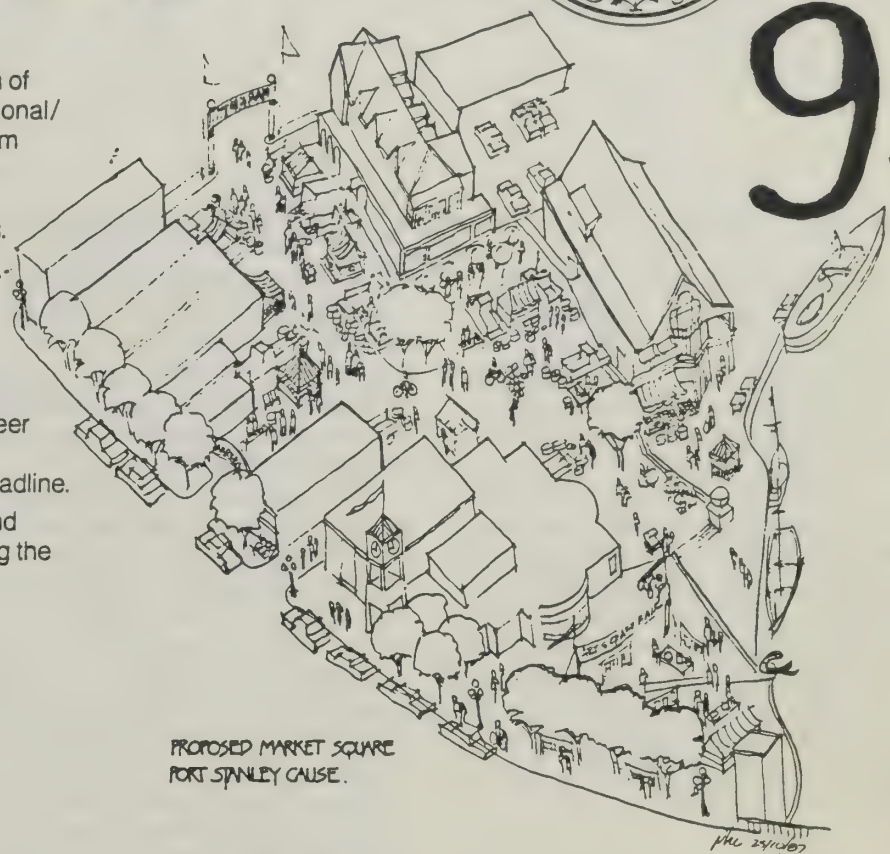
9.

Community Assist for an Urban Study Effort (CAUSE) is a community service sponsored by the Ontario Association of Architects (OAA). Based on the American R/UDAT (Regional/Urban Design Assistance Teams), it is a volunteer program designed to give municipalities, chambers of commerce, business improvement area associations and other organizations ideas on how to solve community problems.

These problems can range from a lack of tourism to a stagnant downtown to threats to the community's character because of rapid development or a poor balance of residential to commercial/industrial assessment.

Viable alternatives and strategies are created by a volunteer team of architects, planners, landscape architects and architectural students, working to an intensive five day deadline.

The dynamics of the weekend generate public interest and enthusiasm. This often leads to effective action enhancing the quality of life in the community.



PROPOSED MARKET SQUARE
PORT STANLEY CAUSE.

HOW DOES IT WORK?

- A. Any community or organization that believes it can benefit from a CAUSE project can apply to the OAA. But CAUSE is not a substitute for local planning and certain criteria must be met. A CAUSE committee member must first meet with a local sponsoring committee that must be in place before the OAA will approve the application.
- B. If the application has merit and the project is approved, a CAUSE team is selected. Usually the teams are composed of six professionals and three students. Depending on the nature of the study, the mix of expertise of the team members will vary.
- C. CAUSE volunteers are motivated by a sense of public service and commitment; they receive no remuneration, although the sponsoring committee covers accommodation and travel expenses. To ensure their participation is not viewed as self-serving, the OAA selects volunteers from well outside the study area. Participants must also sign a conflict of interest declaration that they will not accept a commission that might arise from a recommendation of a CAUSE study, for a period of 18 months.
- D. Before a study is started the team is given a research package that highlights the problems and issues facing the community. The material can include studies, maps, photographs, charts, statistics and copies of current local newspapers.
- E. The team begins its work on a Thursday when it meets with civic politicians, the sponsoring committee and the public to discuss the issues. Members then visit the study area, take photographs, make sketches and debate proposals before writing a report recommending possible solutions to the problems facing the community.
- F. The report is unveiled at a public meeting on the following Monday afternoon. The tight timetable often requires team members to work late into the night or even around the clock. Services such as film processing, typing and report printing are provided by the sponsoring committee. The key to a successful CAUSE is the spirit of co-operation between all participants generated by this intensive process.
- G. Once the report has been presented, it is up to the sponsoring committee or the municipality to implement the recommendations. CAUSE projects have been conducted in twenty-two Ontario municipalities since the program was started in Windsor in 1980 and many of the recommendations have been the catalyst for municipal improvements.

INFORMATION REQUEST

For further information on CAUSE please fill in this information request and send it to:
Ontario Association of Architects, 50 Park Road,
Toronto, Ontario M4W 2N5
Attention: CAUSE Committee.

name _____

address _____

postal code _____

CAUSE

What is CAUSE?

CAUSE is a volunteer program of the Ontario Association of Architects available to Ontario communities concerned with deteriorating environments and architectural and habitation problems which affect the quality of life.

Volunteers are drawn from several professions and universities and the Ontario Association of Architects acknowledges the co-operation and assistance of the Ontario Association of Landscape Architects, Carleton University, University of Toronto, University of Waterloo, and the Canadian Institute of Planners — (Ontario Association of Planners).

The origin of CAUSE

Quality of life is an issue of universal concern throughout Canada. In Ontario, which has experienced the greatest urban growth among the provinces, its ramifications are a stimulating challenge for architects.

Many of the problems facing society today are the outcome of unthinking growth, while others may be the result of neglect and decay. Too rapid development, often with little or no planning, has left a legacy of problems, not the least of which is a diminution of human values. More pragmatic but no less difficult are such problems as coping with anticipated growth, provision of appropriate community facilities for varying age groups, and choosing the most desirable balance of commercial and industrial development.

Fortunately, Ontario communities both large and small are showing sensitivity to changing urban needs. Many are enjoying the fruits of neighbourhood revitalization and redevelopment. Numerous thriving and enjoyable neighbourhoods now stand as tributes to skillful design and the determination to improve the quality of living. They also serve as examples to encourage similar action in other communities.

Against this background, the Ontario Association of Architects decided to implement the CAUSE program. Its aim is to provide assistance to help Ontario communities cope with existing problems and to take advantage of perceived opportunities. CAUSE is intended to encourage the interplay of the human, social and economic frameworks of urban life. The program is designed to demonstrate, through voluntary service, the concern of architects

and other disciplines, for all aspects of the built environment. It is an *action* program which permits professionals to donate their knowledge and experience toward the identification and resolution of today's community issues.

How CAUSE works

Sponsorship for a CAUSE study is invited from official or private organizations with legitimate interests in community affairs. Qualifying bodies would typically include: Municipal or regional governments, chambers of commerce, boards of trade, service clubs, business associations, etc.

It is important that the sponsoring group must perceive a problem exists which locally available resources, for whatever reason, are unable to resolve. The sponsor's concern should reflect a sizeable body of public opinion.

Contact should then be established with the CAUSE committee which will review the request to determine if the project meets the intent of the program. If the committee believes the identified problem is suitable for a CAUSE, a committee member will visit the community and meet with the sponsor to discuss the matter in greater detail. If the decision is reached to establish a CAUSE the sponsor is provided with a detailed outline of procedure including preparation of background material such as plans, maps, photographs, charts, architectural renderings, statistics and general information relating to the problems to be studied. This material becomes a research package which is reproduced and provided to each member of the CAUSE team. In this way, the team is able to attain a reasonable degree of familiarity with the issues before arriving in

the community.

On arrival, meetings take place with the local sponsor and other concerned groups including members of the general public. Site visits, tours, photography, aerial reconnaissance and a general appreciation of the background of the community are typical means by which team members formulate their analysis of the issues. Once thoroughly briefed, the CAUSE team goes to work to produce recommendations to solve problems facing the community. Using their own experience, combined with available research material and the contributions of local resource people, they concentrate on developing strategies and recommended courses of action. The team would expect its involvement to cover an extended weekend, usually of five days' duration.

The resultant report is presented on the final day of the "CAUSE weekend", to a public meeting in the community, and its

recommendations explained. Every opportunity is given to citizens and the news media to examine and discuss the report.

The time of the CAUSE team is donated. The sponsoring community, however, is expected to pay for transportation and living expenses of the team. Also required are a central lodging facility, complete with work areas, and support services such as secretarial aid to expedite completion of the study.

Where

Since the programs inception in 1981 CAUSE studies have been undertaken in Windsor, Collingwood, St. Catharines, Red Lake, Kingston, Owen Sound, Minden, North Bay, Oshawa, Jackson's Point, Streetsville, Bolton, Peterborough, Parry Sound, Niagara Falls, Wiarton, Uxbridge, Fenelon Falls, Weston and Sault Ste. Marie.

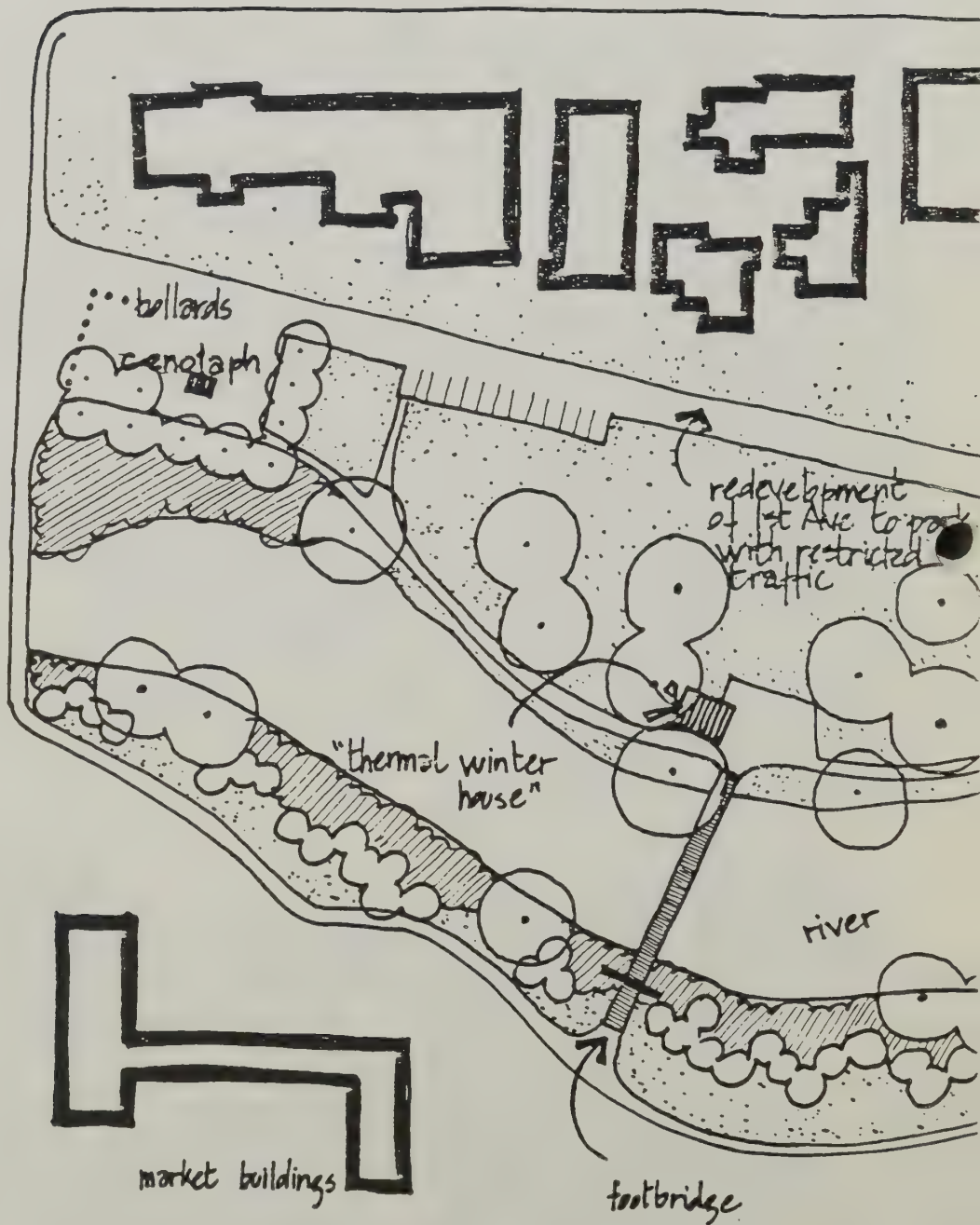
Market Square, Kingston



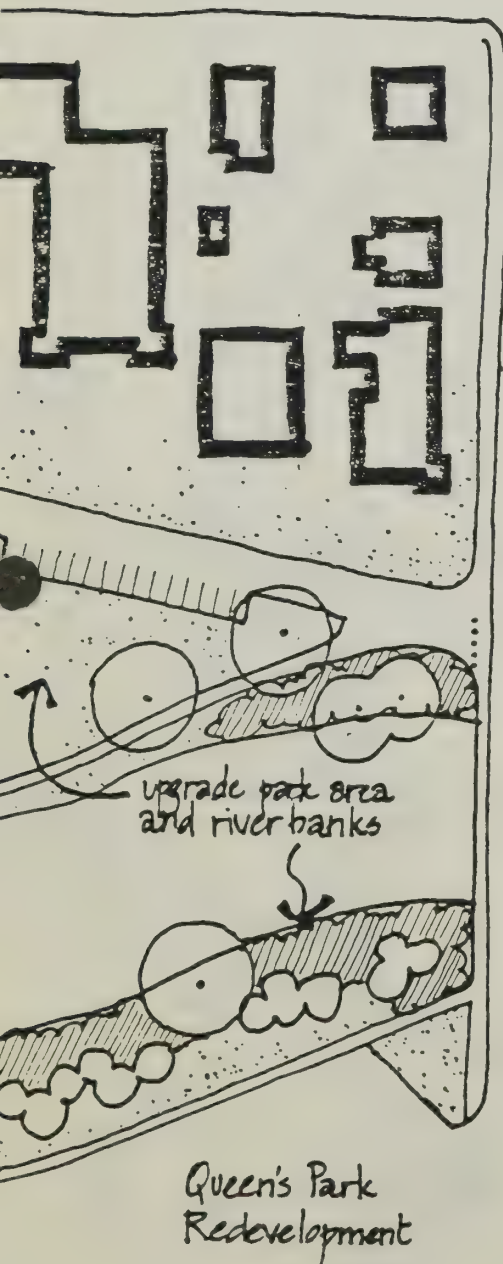
Case Study

In May 1982, a CAUSE team visited Owen Sound at the request of the City. The objectives for the CAUSE study were "To develop recommendations with respect to rejuvenating the central core of the City, and to explore ways and means of obtaining improved water orientation of the central core of the City to take advantage of the intrinsic values of the Sydenham River and the Inner Harbour."

The CAUSE team familiarized themselves with the existing resources of the City, its buildings, its fine natural setting, the creative resources of its businessmen and craftsmen.



Proposal for downtown landscaping,
Owen Sound



The CAUSE team worked closely with the downtown improvement area board of management, chamber of commerce, City staff and elected officials, the creative craftsmen of the community and many other individuals and groups, to develop a series of recommendations for immediate and longer term action. The CAUSE team urged the City:

- To enhance the main shopping street as a focus for downtown pedestrian activity, while still maintaining accessibility for vehicles.
- To utilize the existing potential of the riverbank, only one block away from the main street.
- To improve pedestrian links to the River and Inner Harbour.
- To enhance the use of the edges of the Inner Harbour for recreational purposes.
- To capitalize on the excellent work by creative artists and craftsmen of the community.

The study was enthusiastically received by City officials, business groups, citizens and the news media. This extract from an editorial in the Owen Sound Sun Times sums up the community's reactions:

"... many people feel a number of the CAUSE ideas can be implemented without massive public spending. The downtown merchants undertook major improvements on their own and will be able to look at the study when considering future development plans. It gives them an excellent base to build on.

Given the ideas presented in the CAUSE report, there is reason to be excited about the future for the core and the harbour area.

Maybe the day will even come when everybody who lives in the City will be able to see the potential that is exciting to outsiders."

Ontario Association of Architects

The Ontario Association of Architects is the licensing body for the profession of architecture in Ontario under the provision of the Architects Act. It comprises a body of professionals very much involved with all aspects of the built environment.

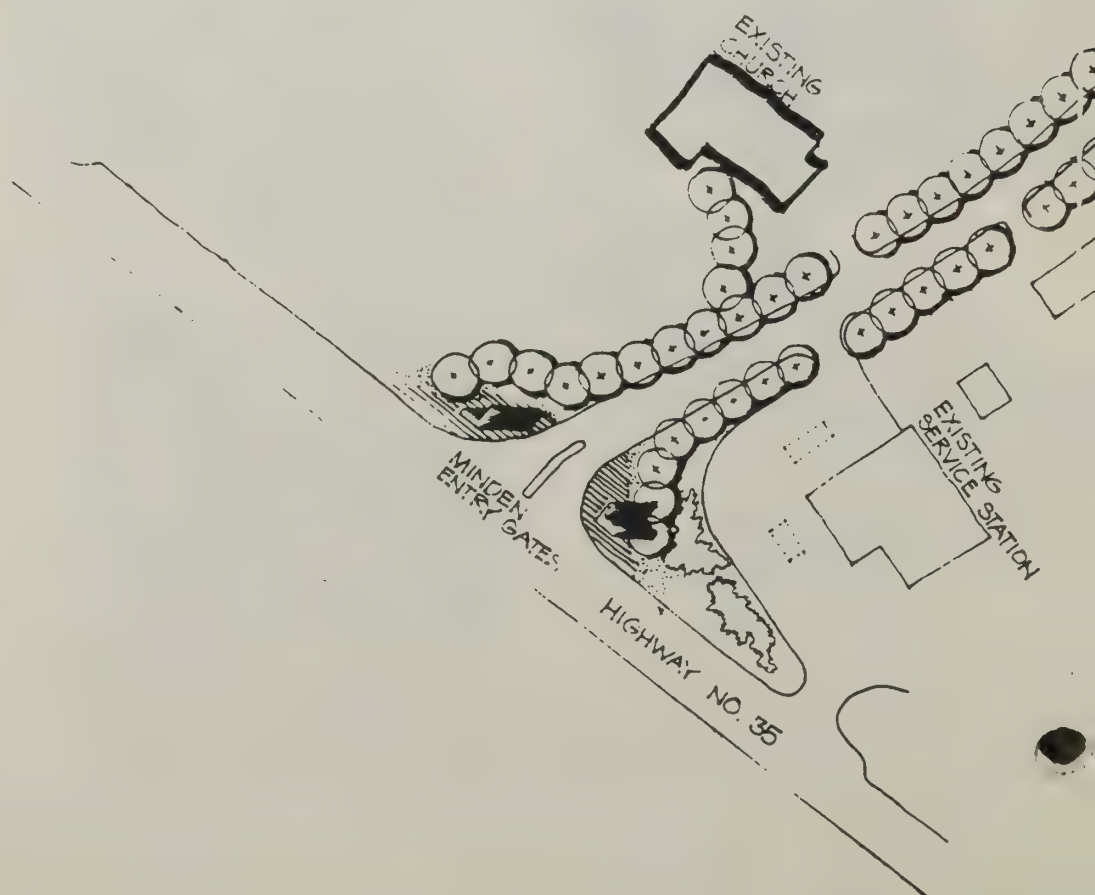
The OAA is governed by an elected Council formed from its membership and charged with the responsibility of providing direction and assistance, not only to the membership, but also to the general public through the programs initiated and sponsored by Council.

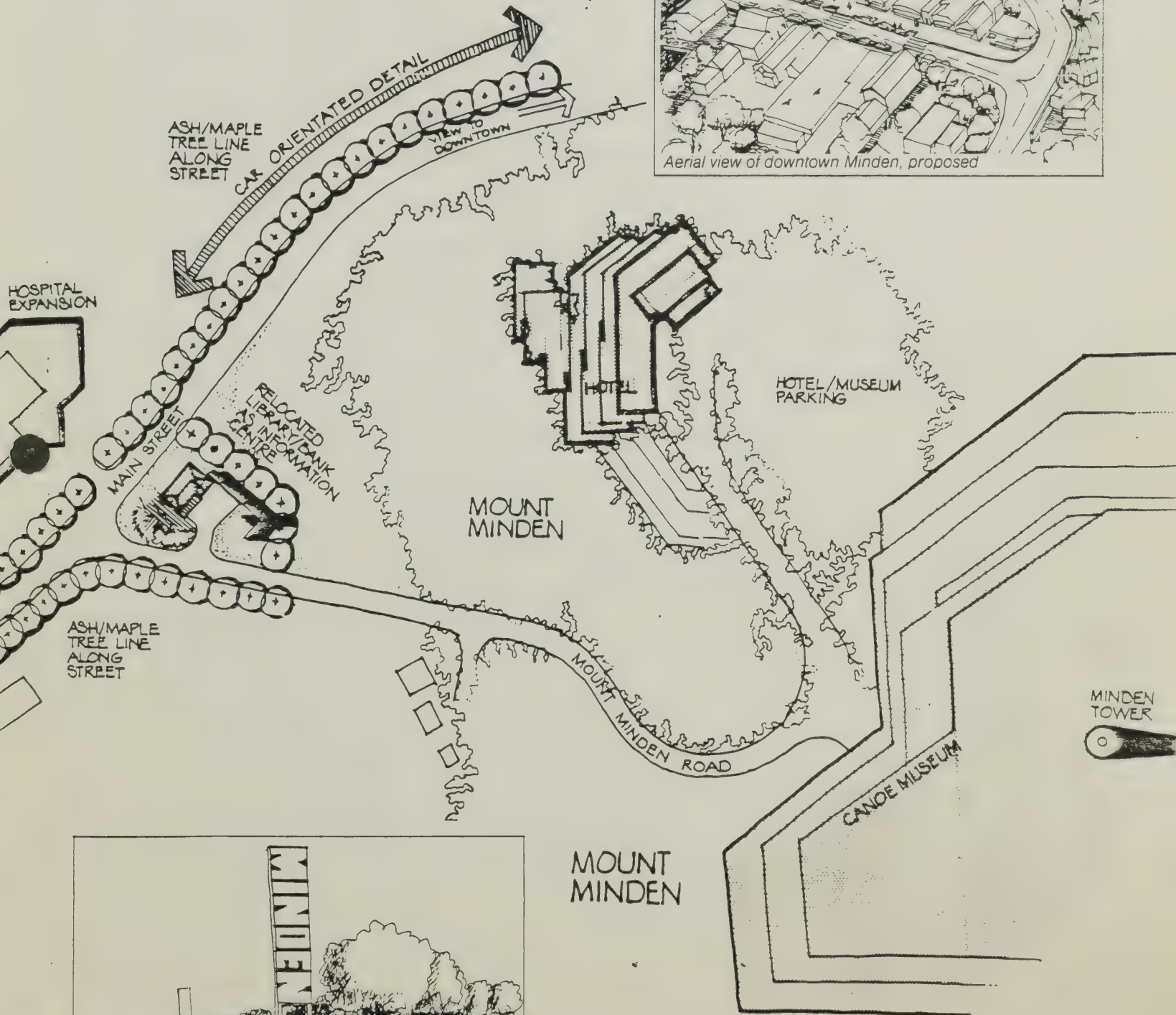
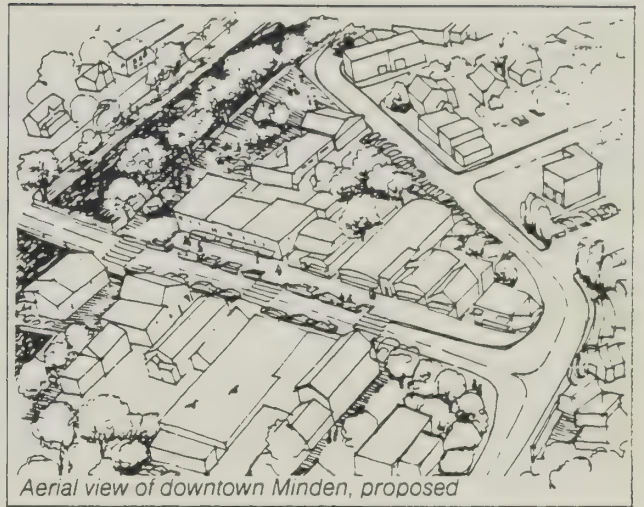
The architect is concerned with human habitations in all their forms and their impact on the welfare and life of society at large. The CAUSE program continues the historical public involvement by Ontario architects in matters of importance to the communities of the province.

A committee authorized by the OAA Council administers CAUSE and evaluates applications for assistance. If you believe this program could be of assistance to your community, simply contact:

CAUSE
Ontario Association of Architects
50 Park Road
Toronto, Ontario M4W 2N5
(416) 968-0188

Proposed main street entrance, Minden





TENTATIVE CENTRAL AREA PLAN
IMPLEMENTATION COMMITTEE PROGRAM 1989

MONTH	SUBJECT	
February 17	Terms of Reference/Implementation Strategy	Information
March 17	Implementation Strategy	"
April 21	Transportation Strategy	"
May 19	Perimeter Road	"
June 16	Perimeter Road Truck Routes	"
July		"
August		"
September 15	Central Business District Study	"
October 20	Perimeter Road	"
November 17	Affordable Housing	"
December 15	Central Business District Study	"
January 19	Housing Policies	"



CENTRAL AREA PLAN IMPLEMENTATION COMMITTEE

CITY HALL, 71 MAIN STREET WEST, HAMILTON, ONTARIO, L8N 3T4

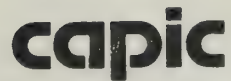
TENTATIVE AGENDA

Friday, December 15, 1989

(1) Central Area Development Update

(2) Affordable Housing

CA40NHBLA03
C51P46



CENTRAL AREA PLAN IMPLEMENTATION COMMITTEE

CITY HALL, 71 MAIN STREET WEST, HAMILTON, ONTARIO, L8N 3T4

NOTICE OF MEETING

Friday, December 15, 1989

9:00 a.m.

Room 233, Hamilton City Hall

A handwritten signature in dark ink, reading "David Godley", is written over a horizontal line.

David Godley, CAPIC Co-ordinator
(526-4229)

AGENDA

1. Vice-Chairpersons's Remarks - Charles Forsyth.
2. Members' Reports (two minutes maximum).
3. Minutes of Meeting held November 17, 1989.
4. Matters arising from the Minutes.
5. Central Area Employment Survey. Presentation by Fred Rovers. **(FOR INFORMATION AND DISCUSSION)**
6. Central Area Development Update (attached). Presentation by Mark Hornell. **(FOR INFORMATION AND DISCUSSION)**
7. Central Business District Study Update. Presentation by John Samulski. **(FOR INFORMATION AND DISCUSSION)**
8. Perimeter Road - Draft Memorandum to the Planning and Development Committee. (attached) **(FOR APPROVAL).**
9. Committee Monitoring. Presentation by Gloria DeSantis. **(FOR INFORMATION AND DISCUSSION)**

10. Implementation/Staffing. (attached) Presentation by David Godley **(FOR INFORMATION AND DISCUSSION)**
11. CAPIC Public Image. **(DISCUSSION)**
12. Information and Other Business.
13. Agenda and Time for next meeting.

Colour Key

Use	Blue
Form	Buff
Movement	Green
Economy/Health	Pink
Implementation/Administration/Other	White

MH:CS
CAPIC.Min

CENTRAL AREA PLAN IMPLEMENTATION COMMITTEE

CITY HALL, 71 MAIN STREET WEST, HAMILTON, ONTARIO, L8N 3T4

MINUTES

CENTRAL AREA PLAN IMPLEMENTATION COMMITTEE

Room 233, Hamilton City Hall

Friday, November 17, 1989

MEMBERS ATTENDING

Charles Forsyth - Vice-Chairperson
Arthur Lomax
Diane Brown
Russell Elman
Gil Simmons
Bruce Charlton
Gloria DeSantis
Andrew MacKenzie

First Place
Hamilton Automobile Club
Hamilton and District Chamber of Commerce
Durand Neighbourhood Association
North End Neighbourhoods
Past Chairperson
Social Planning and Research Council
Hamilton and District Labour Council

REGRETS

Francois Roesch
Kay Nolan
Garbriel Etele
John Eyles
Mark Boyak
Anne Stewart
Bruce Rankin
Alderman David Christopherson
Ozzie Ferguson
Helen Nemeth

Corktown/Stinson
Separate School Board
Downtown B.I.A.
McMaster University
Hamilton Real Estate Board
Hamilton Board of Education
Hamilton Society of Architects
Chairperson
United Senior Citizens of Ontario
Beasley Neighbourhood

RESOURCE PERSONS

Martin Killian

Niagara Escarpment Commissioner

STAFF

Ted Gill	Engineering Department
Caroline Floroff	Local Planning
David Godley	Local Planning
Mark Hornell	Local Planning
John Samulski	Local Planning

VICE-CHAIRPERSON'S REMARKS

1. Charles Forsyth started the meeting and informed the Committee about meetings with senior Planning Department staff on increasing staff complement for CAPIC initiatives. Staff indicated that one extra position was scheduled to be added in next year's budget, and additional strategies were to be implemented to redistribute staff responsibilities in order to give more attention to Central Area issues.

MEMBERS' REPORTS

2. Diane Brown said that there were no significant new developments with St. Mark's Church. She will keep the Committee informed.
3. Russell Elman said that the Planning and Development Committee gave its approval to further examine the rezoning of South Durand from "C" to "B-2". The transfer of jurisdiction between the Niagara Escarpment Commission and the City in South Durand is to be examined as well.
4. Gil Simmons said that during her recent trip to England, she encountered the type of flip-up seating which CAPIC recommended in its letter on bus shelters in the City. She reported that this form of seating was being used successfully in London.

PERIMETER ROAD UPDATE

5. Ted Gill outlined the "cut and cover" option which is being considered by the Engineering Services Committee. He said the November 13 public meeting has been postponed to January, so that detailed examination of this option can be completed. Ted said an extended tunnel would require extensive ventilation and fire safety measures, which would add to the proposal's cost. This latest option should go before their steering committee in early to mid-December.
6. Diane Brown asked where the tunnel would start.
7. Ted Gill said it would start just west of Dundurn Castle.

8. Gil Simmons asked for more information about the proposed roadway grade at the tunnel entrance.
9. Ted Gill said the road will likely be at grade just before going into the embankment.
10. Gil Simmons asked whether the proposed overhead structure over the CNR tracks could be a tunnel instead.
11. Ted Gill said such issues would be discussed with the Engineering Services Committee.
12. Gil Simmons suggested that a tunnel design would be more desirable than an overhead structure.
13. Ted Gill said he agreed that a tunnel would provide better development opportunities on the waterfront.
14. Gil Simmons asked if the CN tracks were moved, where would they be relocated.
15. Ted Gill said CN's position is that the tracks will remain where they are indefinitely.
16. Russell Elman asked why they could not simply tunnel straight through along the waterfront.
17. Ted Gill said that tunnelling, including ventilation and drainage requirements, would be too costly.

MINUTES OF THE MEETING HELD OCTOBER 27, 1989

18. Gil Simmons moved to approve the minutes.
19. Seconded by Russell Elman. **APPROVED**

ACTION ARISING FROM MINUTES

20. Mark Hornell outlined a letter from Bill Pearce to the Hamilton Harbour Commissioners concerning proposed Official Plan Amendment 66. The letter asked that the waterfront lands in the north of the Central Area Plan be referred to the Ontario Municipal Board.
21. Mark Hornell presented a letter from LACAC asking that CAPIC review the institutional zoning of areas including churches.
22. Russell Elman explained that certain zonings inflate property values, and more appropriate institutional zoning mechanisms are necessary to protect heritage buildings.

23. David Godley suggested a map be prepared showing problem areas for institutional zoning. **(ACTION - MARK HORNELL)**
24. Charles Forsyth suggested CAPIC send a memo to staff expressing their concerns about institutional zoning. **(ACTION - MARK HORNELL)**
25. Arthur Lomax said a memo to LACAC would be appropriate from a public relations point of view.
26. Russell Elman asked what the status of the James Mountain Road project was.
27. David Godley said the project has essentially gone "back to the drawing board".
28. Charles Forsyth asked if the Committee was willing to accept the letter concerning O.P.A. 66 to the H.H.C. as information.
29. Russell Elman asked what the O.M.B. could do in the matter.
30. Charles Forsyth said the O.M.B. would decide whether or not the H.H.C. had an interest in the subject O.P.A.
31. Russell Elman asked if there were any other objects to the Central Area Plan.
32. Mark Hornell said the CNR objected, and that a staff meeting had been suggested.
33. Bruce Charlton asked what the H.H.C. were objecting to.
34. Mark Hornell said the H.H.C. disputed the City's right to plan the waterfront area.
35. Bruce Charlton asked what the implications of the O.M.B. decision are.
36. Mark Hornell said he didn't know what the end result would be.
37. Gil Simmons said the H.H.C. would not make plans in the general interest of the waterfront.
38. Russell Elman asked if CAPIC would be compromised in any way by supporting the initiative to place the waterfront on hold until the issue is resolved.
39. Charles Forsyth said the Committee should find out if the O.M.B. would be willing to approve part of a plan while another was on hold.
40. David Godley said the O.M.B. would likely approve part of a plan.
41. Bruce Charlton said the City should make a strong case that the H.H.C. have been uncooperative and uninvolved in planning issues in the greater interest of the City.

42. Arthur Lomas said that placing the waterfront on hold would weaken CAPIC's position.
43. Charles Forsyth inquired when O.P.A. 66 would go before Regional Council.
44. Mark Hornell said the matter would go before Regional Council once comments had been received from all the agencies on the circulation list.
45. Russell Elman remarked that it has been over a year since the Centra Area Plan was adopted by City Council. He asked if there is normally such a delay between City Council and Regional Council approval.
46. David Godley said it normally does not take that long.
47. Arthur Lomax said the Region should approve the C.A.P. as submitted.
48. David Godley said the Region must refer all valid objections to the O.M.B.
49. Gil Simmons said the North End Neighbourhood does not have a comprehensive neighbourhood plan, and the H.H.C.'s objection is a further example of the sort of resistance this goal has come up against.
50. David Godley said the Region may decide the H.H.C.'s objection is frivolous, and approve O.P.A. 66, subject to the O.M.B.'s decision on the matter.
51. Charles Forsyth asked if the Region could approve the remainder of the C.A.P., subject to any outstanding objections.
52. Caroline Floroff said they could.
53. Russell Elman asked why the Region could not simply approve the plan, and then let the objectors approach the O.M.B.
54. Caroline Floroff said the Region must refer any objections not considered frivolous to the O.M.B. before approval.
55. Bruce Charlton said that unless the area in dispute is separated and dealt with, the C.O.A. may be held up indefinitely.
56. Charles Forsyth said that CAPIC should instigate action to get O.P.A. 66 considered as soon as possible.
57. Bruce Charlton suggested that CAPIC write to the Planning and Development Committee, who would report to City Council, who would in turn make recommendations to Regional Council.

- 58. David Godley said that would be an appropriate approach.
- 59. Charles Forsyth said there was consensus to send a letter to the Planning and Development Committee, urging action. **(ACTION - MARK HORNELL)**

TRANSFER OF N.E.C. CONTROL TO CITY OF HAMILTON

- 60. Caroline Floroff gave a presentation on the City's position on the proposed transfer.
- 61. Martin Killian gave a presentation on the N.E.C.'s position on the proposed transfer.
- 62. Russell Elman asked if the N.E.C. had any guidance for staff to devise appropriate zoning for the subject area.
- 63. Martin Killian said that traditionally, municipalities draw up their own zoning by-laws, and the N.E.C. comments on it.
- 64. Russell Elman said that the City may need guidance to manage demolition issues in the Central Area.
- 65. Arthur Lomax asked what Martin Killian saw as future protection for the subject area in the case of minor variances, rezonings, etc.
- 66. Martin Killian said the N.E.C. would be a commenting agency which could appeal to the O.M.B.
- 67. Mark Hornell said that traditional zoning does not give the detailed control over an area provided by development control. He suggested that special legislation could be sought to give the City authority to administer the development permit system.
- 68. Martin Killian said this would be a good idea, since it would delegate decision-making to agencies which have more intimate knowledge of an area than the N.E.C. presently does.
- 69. Charles Forsyth said this arrangement would only be viable if the legislation contained some sort of statement of intent.
- 70. Russell Elman asked if development permit legislation would cover the same geographic areas as present N.E.C. development control policies.
- 71. Martin Killian said the geographic limits of development control are up to the City to determine.
- 72. Russell Elman asked if there were any precedents for this development control extensions.
- 73. Martin Killian said there were some similar cases in more northern areas of the escarpment.

- 74. Gloria DeSantis said there is some ambiguity in the open space zoning designation.
- 75. Gil Simmons said the Zoning By-law does not adequately protect open space.
- 76. Martin Killian suggested the Zoning By-law be re-evaluated if there are such deficiencies.
- 77. Caroline Floroff said staff and budget constraints make a re-evaluation of the Zoning By-law a non-priority issue.
- 78. Russell Elman suggested that City staff and N.E.C. staff meet to discuss the implications of the transfer and to explore the issue of development control legislation.
- 79. Gil Simmons asked whether the Niagara Escarpment Policy Area would remain a "Special Area" after the transfer.
- 80. Charles Forsyth said it would, through the interaction of City and N.E.C. staff.
- 81. Charles Forsyth said that if zoning was inadequate, then special controls must be put in place that preserve the mandate of the N.E.C.
- 82. It was agreed that the matter be brought back to CAPIC to examine N.E.C. policies, City of Hamilton policies, and the appropriate location of the development control area, should this be used by the City instead of zoning. **(ACTION - MARK HORNELL)**

PERIMETER ROAD UPDATE

- 83. Gil Simmons asked if the draft report on the Perimeter Road had gone to the Planning and Development Committee yet.
- 84. David Godley said it had not, as it was only at the draft stage.
- 85. Arthur Lomax suggested a change on the second page from "Bay Bridge" to Bay Street Bridge". He asked whether the Red Hill portion of the North-South/East-West Freeway should be called a "Freeway" rather than an "Expressway".
- 86. Russell Elman said that the signature should follow the comments at the end of the letter.
- 87. Mark Hornell said the form of the report was standard.
- 88. Russell Elman suggested an introductory statement be made at the beginning of the report.
- 89. Arthur Lomax said the statement "deleting the portion west of Bay Street" was insensitive to residents in the west end.

90. Charles Forsyth said there should be reference to linkages to Highway No. 403.
91. Gloria DeSantis agreed that the references to linkages to corridors like the 403, Q.E.W. and Highway #6 as necessary.
92. Charles Forsyth asked that a revised draft be presented at the next meeting. **(ACTION - DAVID GODLEY)**

REGIONAL HEADQUARTERS UPDATE

93. Mark Hornell said the study for the location of the new Regional Headquarters was underway.
94. Russell Elman inquired whether a letter had been sent about locating the new Regional Headquarters at the Bank of Montreal site.
95. David Godley said a letter had gone out, and no response had been received as yet.

AGENDA AND TIME FOR NEXT MEETING

96. The next regular meeting will be held on Friday, December 15, 1989, at 9:00 a.m.

MEETING ADJOURNMENT

97. The meeting was adjourned at 12:00 p.m.

JCS:CS
CAPIC.Min

KERZNER, PAPAIZIAN, MACDERMID
Barristers and Solicitors

T. Kerzner, Q.C.	R.A. MacDermid, Q.C.	B.B. Papazian, Q.C.
J.P. Maggisano	A.M. Heisey	M.A. McKillop
J.A. Caldwell	R. Himelfarb	N. Iannazzo
E.S. Levinson	J.A. Ryder-Burbidge	S.E. Minuk
A.B. Forrest	B.A. Kranc	G. Pitters-Fisher

4
TELEPHONE
BRANCH
NOV 22 1989
Telecopier-Fax (416) 78197

November 16, 1989

Mr. Steve Mizga
Regional Municipality of Hamilton/Wentworth
Planning Department
119 King Street West
14th Floor
Hamilton, Ontario
L8N 3V9

RECEIVED NOV 2 1989

Re: OPA66 and CNR

Dear Mr. Mizga:

Further to our recent telephone conversations, we would confirm our instructions from the Canadian National Railway Company ("CNR"), that it continues to maintain its objection to OPA66 in its totality, and not just vis-a-vis the 300 metre area abutting its rail lines and yard.

As per CNR, the OPA is inappropriate given the nature and size of the CNR operations in the area, and as such it will continue to maintain its objection.

We confirm that you have advised us that you are referring the matter to the OMB, and would appreciate your continued advice as to the status of this matter.

We trust the above is satisfactory. Should you have any questions or concerns, please do not hesitate to contact the undersigned.

Yours very truly,

KERZNER, PAPAIZIAN, MACDERMID

Benjamin A. Kranc

BAK:dek

cc: John Walsh - CNR

It would be appreciated if you and your clients would consider this proposal and provide a response as soon as possible.

If you have any questions or wish to discuss this matter further please call Steve Miazga at 526-4164.

Yours truly,

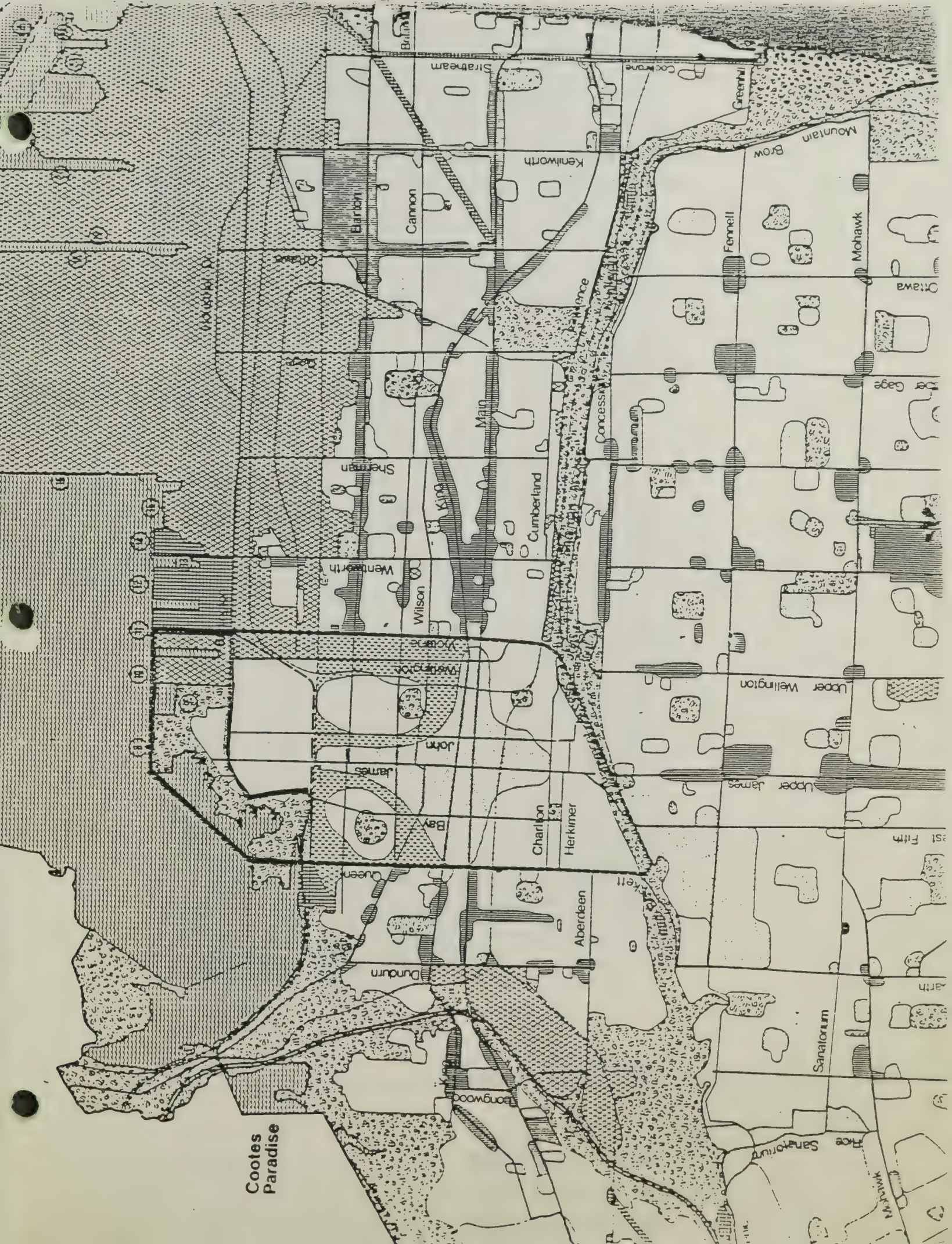


W. R. Pearce, M.C.I.P.
Head
Plans Administration

WRP:SCM:dc
Attach

cc: C. Floroff ✓
C. Towsley

WP 0431P



Cootes
Paradise

Dundrum

Aberdeen

Charlton

Herkimer

James

John

Washington

Victoria

Wilson

Wentworth

Sherman

Main

Cumberland

Kenilworth

Cannon

Barton

Strabean

Blinn

Cootes

Greenhill

Mountain
Brow

Fennell

Mohawk

Ottawa

Gage

Upper Wellington

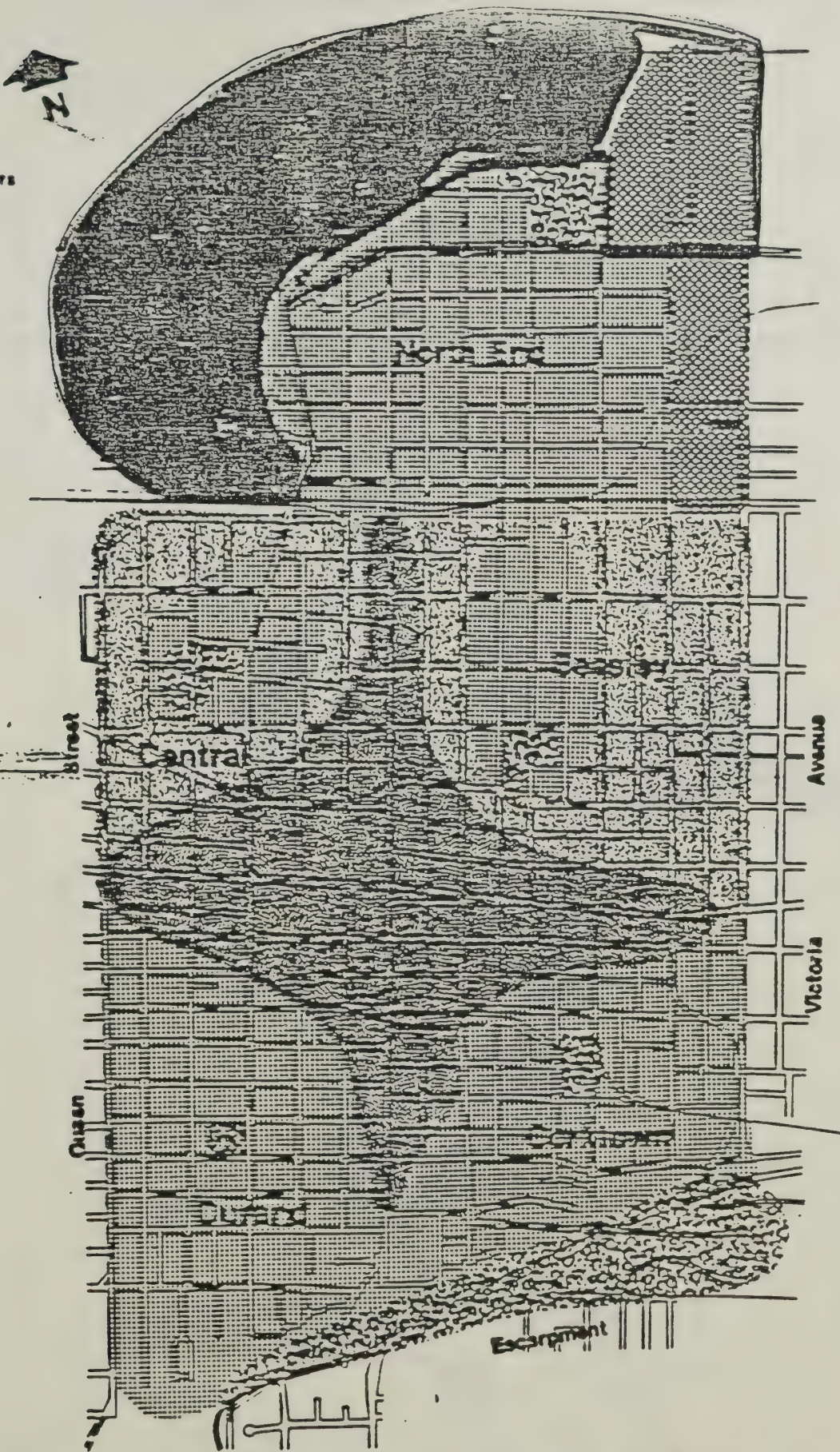
Upper James

Upper Filth

Sanatorium







Rice Sanatorium

Mohawk



SCHEDULE A-1 CENTRAL AREA LAND USE STRATEGY 2001

LEGEND

- | | |
|---|---|
|  Downtown Core |  Waterfront Recreation |
|  Mixed Use |  Neighbourhood Residential |
|  Mixed Industrial/Commercial |  Parks and Open Space |

schedule B amendment no. 66

to the
official plan
for the
city of hamilton

date	drawn by	reference file no.
SEPT. 1988	GG	P 6-2-66

legend

- Area to be added to SPA's
- Area to be added to SPA's

legend

- special policy areas

AREA
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11(b)
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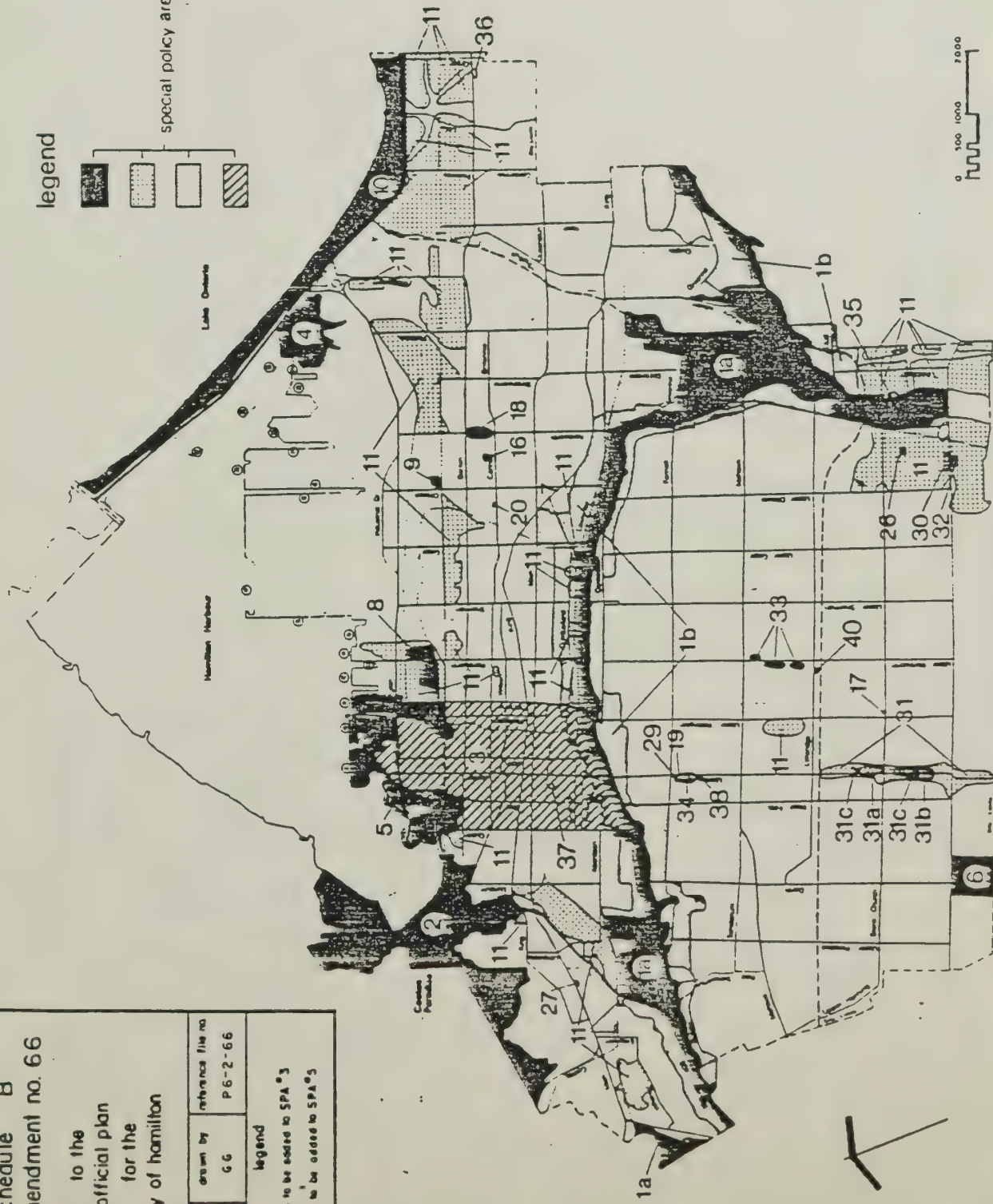
special policy
areas

schedule B

to the official plan
for
the city of hamilton

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Scale in meters





AD. LINE

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QUEEN

WINDSOR

CLARENCE ST

WINDSOR

J.A. McDONALD SECONDARY SCHOOL

VICTOR R. COMPTON TRACE CENTRE / ARENA

LIBRARY

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E. A. SIMPSON
CITY CLERK

K. E. AVERY
DEPUTY CITY CLERK



CITY HALL
HAMILTON, ONTARIO
L8N 3T4

THE CORPORATION OF THE CITY OF HAMILTON

OFFICE OF THE CITY CLERK

1989 September 5

Mr. David Beck
Acting Regional Clerk
Regional Municipality of Hamilton-Wentworth
P. O. Box 910
Hamilton, Ontario
L8N 3V9

Dear Mr. Beck:

Re: Regional Municipality of Hamilton-Wentworth
proposed modifications to Official Plan Amendment No. 66 -
Central Area Plan

Please be advised that Hamilton City Council at its meeting held Tuesday, 1989 August 29th APPROVED Section 3 of the TWENTIETH Report for 1989 of the Planning and Development Committee as follows:

That the Regional Municipality of Hamilton-Wentworth BE ADVISED that the City of Hamilton:

- (a) SUPPORTS all the proposed modifications to Official Plan Amendment No. 66, (EXCEPT for a minor change to proposed Modification No. 9 as noted on Table 1 attached herewith and marked Appendix "A");
- (b) DOES NOT SUPPORT any changes to Official Plan Amendment No. 66 as a result of the appeals from CN and the Hamilton Harbour Commissioners (EXCEPT Modification 10 as noted on Table 1 attached herewith and marked Appendix "A");
- (c) REQUESTS the Region's assistance in discussions with CN with a view to resolving their concerns, and;
- (d) REQUESTS the Region to approve Official Plan Amendment No. 66 subject to:
 - (i) The deferral of those portions of the amendment which are of specific concern, and only as they relate to CN' objections; and,
 - (ii) The referral of those portions of the amendment noted in the Hamilton Harbour Commissioners appeal, to the Ontario Municipal Board to be heard in conjunction with the other outstanding appeals. Referral of these portions of the amendment should be done only insofar as they relate to the Harbour Commissioners' objections.

SEP 7 1989

REGIONAL CLERKS OFFICE

1989 September 5
Mr. David Beck
Acting Regional Clerk
Page 2

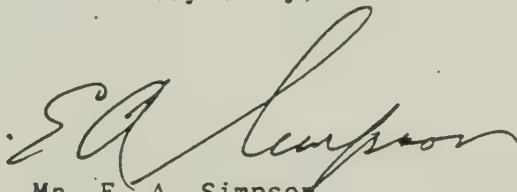
Continued

NOTE: The Regional Municipality of Hamilton-Wentworth has requested Hamilton City Council's opinion on a number of modifications and two appeal requests to Official Plan Amendment No. 66 - Central Area Plan.

Hamilton City Council, on 1988 October 25, adopted Official Plan Amendment No. 66 - Central Area Plan. It was subsequently forwarded to the Regional Municipality of Hamilton-Wentworth for final approval. The Region circulated the Amendment to all interested departments and agencies for comments. As a result of this circulation, the Region is now requesting Hamilton City Council's opinion on a number of proposed modifications to the Amendment. In addition, they are also requesting Council's wishes regarding two appeal requests.

Would you please ensure that the appropriate action is taken with respect to this matter.

Yours very truly,



Mr. E. A. Simpson
City Clerk

EAS/SKR/dbm
Attech.

c.c. - Mr. L. Sage, Chief Administrative Officer
- Mr. V. Abraham, Director of Local Planning
- Mr. D. Vyce, Director of Property
- Mr. M. Watson, Manager, Real Estate Division,
Property Department
- Mr. E. Kowalski, Director of Community Development
- Mr. L. King, Building Commissioner
- Mr. P. Hooker, Acting City Solicitor

6.

CENTRAL AREA: DEVELOPMENT STATUS REPORT

FILE: DAB9-102

DATE: NOVEMBER 10, 1989.

LOCATION: 190 KING WILLIAM STREET (BEASLEY).

APPLICANT: THEATRE AQUARIUS.

EXISTING ZONING: "C2-3"

EXISTING LAND USE: VACANT LAND - PARKING LOT.

PROPOSAL: A 750 SEAT PUBLIC THEATRE AUDITORIUM WITH
PARKING FOR 43 CARS, 2 LOADING SPACES.

PLANNING IMPLICATIONS: AREA IS DESIGNATED "DOWNTOWN CORE" IN
THE C.A.P. THE PROPOSAL WOULD ENHANCE THE COMMERCIAL
VIABILITY AND PEDESTRIAN PRESENCE ON KING STREET EAST
AND KING WILLIAM STREET EAST.

STATUS: NOVEMBER 14 /89 - CIRCULATED FOR COMMENTS.

CENTRAL AREA: DEVELOPMENT STATUS REPORT

2A-
FILE: 87-130

DATE: OCTOBER 19, 1989

LOCATION: N/E CORNER JACKSON ST. E. & FERGUSON AVE. S.

APPLICANT: FIRST PILGRIM UNITED CHURCH.

EXISTING ZONING: "H" (COMMUNITY SHOPPING AND COMMERCIAL ETC.)

"E" (MULTIPLE DWELLINGS, LODGES, CLUBS ETC.)

EXISTING LAND USE:

VACANT LAND - PARKING LOT.

PROPOSAL: "E" MODIFIED TO PERMIT 57 UNIT RESIDENTIAL
HIGHRISE WITH CHILDRENS CARE CENTRE.

PLANNING IMPLICATIONS: PROPOSED DEVELOPMENT IN KEEPING WITH
INTENT OF C.A.P. PROPOSED DENSITY SLIGHTLY HIGH.

STATUS: OCT. 19, 1989 - CIRCULATED FOR COMMENT.

NOV. 15, 1989 - PUBLIC MEETING SCHEDULED.

CENTRAL AREA: DEVELOPMENT STATUS REPORT

FILE: ZA 89-108

DATE: OCT. 30 . 1989

LOCATION: 35-43 CATHERINE STREET AND 117 JACKSON STREET EAST.

APPLICANT: REEMARK HOLDINGS (NO. 13) INC.

EXISTING ZONING: "I" (CENTRAL BUSINESS DISTRICT).

EXISTING LAND USE: VACANT LAND.

PROPOSAL: TWO 19 STOREY CONDOMINIUM APARTMENT BUILDINGS WITH 424 UNITS, RETAIL AND COMMERCIAL ON THE GROUND FLOOR.

PLANNING IMPLICATIONS: NEIGHBOURHOOD PLAN NEEDS TO BE AMENDED FROM CIVIC AND INSTITUTIONAL AND COMMERCIAL, TO COMMERCIAL AND APARTMENTS. CONFORMS TO THE GENERAL INTENT OF THE "DOWNTOWN CORE" DESIGNATION

STATUS: OCT. 30 / 89 - CIRCULATED FOR COMMENT.

CENTRAL AREA: DEVELOPMENT STATUS REPORT

FILE: 2489-119

DATE: NOVEMBER 13, 1989.

LOCATION: 65 WALNUT STREET SOUTH. (CORKTOWN).

APPLICANT: LYNN MITGES AND ANNA MCCUSKER.

EXISTING ZONING: "E-1" (MULTIPLE DWELLINGS, LODGES AND CLUBS, ETC.).

EXISTING LAND USE: OFFICES AND RESIDENTIAL.

PROPOSAL: AMEND THE "E-1" REGULATIONS TO PERMIT THE OPERATION OF A FLOWER SHOP.

PLANNING IMPLICATIONS: SITE DESIGNATED "DOWNTOWN CORE" IN THE CENTRAL AREA PLAN; "MEDIUM DENSITY APARTMENTS" IN THE CORKTOWN NEIGHBOURHOOD PLAN. POLICY DESIGNATION IN THE C.A.P. WOULD SUPPORT THE AMENDMENT.

STATUS: NOV. 13/89 - CIRCULATED FOR COMMENT.

8.

(DRAFT)

FOR ACTION

REPORT TO

SUSAN REEDER, SECRETARY
PLANNING AND DEVELOPMENT
COMMITTEE

DATE: November 23, 1989
COMM. FILE
DEPT. FILE: P5-4-7-9

FROM

CHARLES FORSYTH, VICE-CHAIRPERSON
CENTRAL AREA PLAN IMPLEMENTATION COMMITTEE

SUBJECT

Regional Transportation Study and the proposed Perimeter Road.

COMMENTS

- o CAPIC have extensively reviewed the findings of the Perimeter Road study and are concerned about how the proposed road fits into the wider context of planning and transportation.
- o CAPIC notes that a review of the Region of Hamilton-Wentworth's Official Plan is commencing.
- o CAPIC welcomes ongoing review of the Perimeter Road and notes that the option beneath York Boulevard reduces impact on the slope below Harvey Park, and also reduces noise impact on the western harbour. Other impacts remain:
 - Cootes Paradise - visual, noise, water pollution, and possible spillage from trucks.
 - Bay Street Bridge - visual and noise impacts of the Perimeter Road bridge over the railway and the loss of decking opportunities over the railway.
- o CAPIC believes the timing of the Perimeter Road (construction about 2000 AD) gives an opportunity for additional consideration and that material generated would be useful for environmental assessment.

RECOMMENDATIONS

- o That a comprehensive transportation study be carried out by the Region of Hamilton-Wentworth, taking into account overall planning and transportation objectives; since such a study has not been carried out for a quarter of a century; and since the context has changed, in terms of overall growth, environmental concerns and new roadways; e.g., Highway 403, twinning of Burlington Skyway, and the proposed East-West/North-South Freeway.

- o That as part of the study, consideration be given to accelerating the twinning of the Red Hill/East-West Freeway project.
- o That the study include a detailed examination of the role of the Perimeter Road.
- o That the proposed Perimeter Road should be considered in light of:
 - public transit options;
 - proposed upgrading of the East/West Expressway to Freeway;
 - traffic management, including truck routes;
 - preservation of affordable housing;
 - environmental protection, including waterfront areas;
 - linking the downtown to the north end/waterfront area;
 - traffic restraint in the downtown;
 - creating attractive neighbourhoods.
- o That a study be undertaken by the City of Hamilton for establishing links between the downtown and the waterfront.

FINANCIAL IMPLICATIONS

N/A.

Charles Forsyth, Vice-Chairman
Central Area Plan Implementation Committee

DG:CS
CAPIC:LET

CENTRAL AREA PLAN IMPLEMENTATION COMMITTEE

CITY HALL, 71 MAIN STREET WEST, HAMILTON, ONTARIO, L8N 3T4

CENTRAL AREA PLAN

IMPLEMENTATION STUDIES

P5-4-7-9

Revised schedule giving priority to geographic areas assuming three additional planners

1990	Estimated Days
Central Business District (ongoing)	100
Durand Plan Implementation Committee (ongoing)	100
Central Area Plan follow-up	25
High Density Residential Zoning follow-up	150
Corktown Stinson Neighbourhood Plan	100
Heritage/Architectural/Urban Design guidelines (various areas, GO Terminus, Gore Park) (ongoing)	150
Development Incentives Program	150
Site Plan Application	<u>25</u>
	800

1991	Estimated Days
Building Signs	150
Central Neighbourhood Plan	150
Public Participation Policies Information Needs Review	150
Corktown/Stinson Neighbourhood Plan (continuation)	50
Beasley Neighbourhood Plan	150
Development Incentives Program (continuation)	<u>150</u>
	800

1992	Estimated Days
North End Neighbourhood Plan	150
Main West Study	100
Performance Standards and Site Plan Guidelines	200
Heritage Matters, Architectural and Urban Design Guidelines	100
Medium Density Residential Zoning	100
Downtown Action Plan Review	25
Cash-in-Lieu of Parking, and Parking Standards Review	<u>125</u>
	800
1993	
King Street East Study	100
James Street North Review	25
James Street South Study	75
Transfer of Development Rights/Bonusing	100
Heritage/Architectural/Urban Design Guidelines	75
Low Density Residential Zoning and Home Occupation Review	100
Barton Street Study	75
Urban Transit Mall	50
Quality of Life Study - e.g., convenience facilities, visual matters	<u>200</u>
	800
1994	
Hess Village/King West	100
Heritage/Architectural/Urban Design Guidelines	100
Special Housing Needs Study	150
Bicycle/Walkway System in Central Area	100
Open Space Strategy	150
Escarpment Plan (with consultants)	25
King William Street/John Street	75
Waterfront/CBD Complimentarity	<u>100</u>
	800

1995

Main Street East	75
Planning Act Amendments	25
Tree Study (with students)	50
Mixed Use Zoning	125
Seniors Facilities	100
Community Social Services	100
Educational Facilities	50
Alleyway Upgrading	150
Street Vendors	25
Railway Relocation	50
Development Corporation/Community Foundation	<u>50</u>
	800

1996

Heritage//Architectural/Urban Design Guidelines	100
Central Area Futures	200
Accessibility for the Disabled	100
Central Area Plan Review	200
Public Art (murals, sculptures, donations)	100
Industrial Strategy	<u>100</u>
	800

CENTRAL AREA PLAN Implementation Studies P5-4-7
LOCAL BRANCH WORK 1989 • 1990 • 1991 • 1992 • 1993 • 1994 • 1995 • 1996

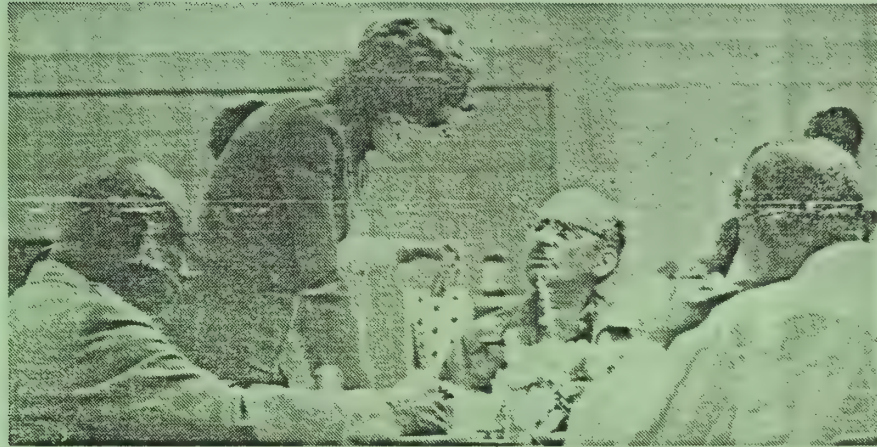
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* Neighborhood Studies U Land Use A Administration
S Street Studies C General D Design M Movement

FROM ST. PAUL
MINNESOTA
CITIZEN
PARTICIPATION
PROCESS
MANUAL.

Why not?

Because Saint Paul has established a process that encourages residents and business people to work together to maintain and revitalize their neighborhoods and to be heard by city government. The Citizen Participation Process is open, non-exclusionary and democratic.



THE CITY'S ROLE

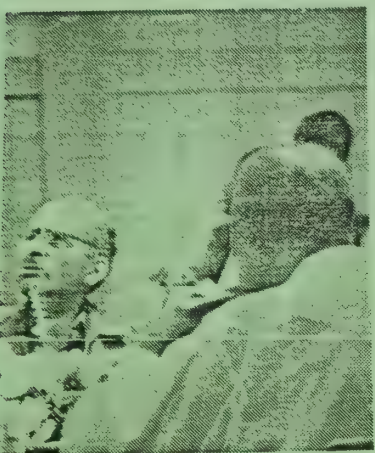
City Council resolutions in 1975 established the Saint Paul Citizen Participation Process—a method that brings people in each district together to improve their neighborhoods and to be part of city government's decision-making process. A citizen's forum divided the city into 17 Citizen Participation Districts. Funding for the districts comes from Community Development Block Grant (CDBG) funds and the city's general revenue fund.

City staff work with the district councils on many activities and issues. To keep the councils informed, Saint Paul also has an Early Notification System. This system requires city departments and agencies to notify districts of all city activities, programs or projects. In addition, Saint Paul's Department of Planning and Economic Development has a full-time staff person who coordinates the neighborhood process and administers citizen participation funds.

ou want to live or

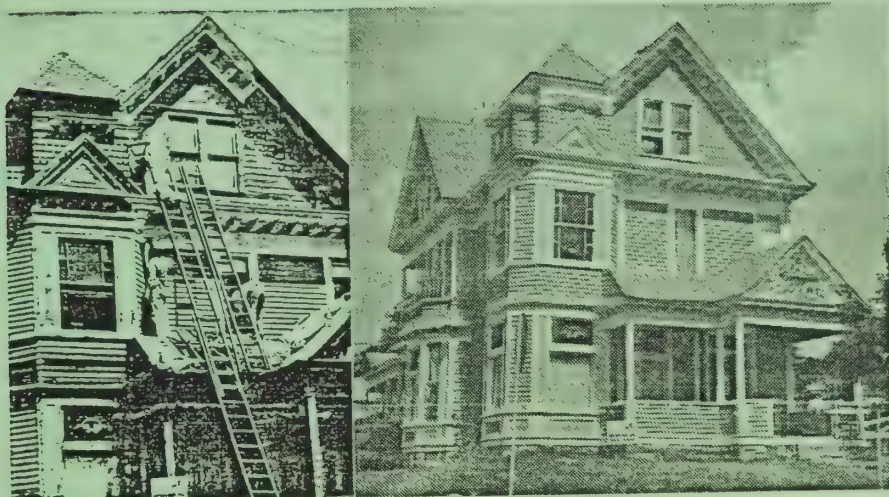


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DISTRICT COUNCILS' ROLES

Each district council has its own organizational model. They each have a representative body—chosen in community elections—which holds public meetings on a regular basis to discuss and act upon neighborhood issues.

Each district council also has a paid community organizer (C.O.) who works full- or part-time on neighborhood issues. These C.O.s are easily accessible and may be contacted during the work week.

Together, the district councils and their C.O.s get involved in many issues, including:

- zoning
- business development
- housing construction and rehabilitation
- library usage
- community festivals
- energy conservation
- street lighting
- composting and gardening
- and much more

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COUNCILS' ROLES

its own organizational model. They each—chosen in community elections—which on a regular basis to discuss and act upon

as a paid community organizer (C.O.) who neighborhood issues. These C.O.s are easily contacted during the work week.

councils and their C.O.s get involved in many issues including:
 zoning
 business development
 housing construction and rehabilitation
 library usage
 community festivals
 energy conservation
 street lighting
 composting and gardening
 and much more

The responsibilities of the district councils include:

- Providing a nonpartisan forum for discussion of neighborhood concerns. Involvement comes from residents, business owners and operators, and agency and institutional representatives.
- Planning for the economic, physical and social development of the district.
- Reaching consensus and taking action on issues when appropriate.
- Initiating projects and programs.
- Recruiting volunteers for self-help activities and for citywide committees—most importantly, the Capital Improvement Budget committee and task forces.
- Serving as neighborhood advocates.
- Maintaining a district-wide communication system with neighborhood newspapers, flyers, door knocking, newsletters.
- Serving as a liaison between the neighborhood and city government.
- Providing information on city projects, programs, procedures and policies.



WHAT'S IN A NAME

District councils have a variety of names—planning councils, community councils, district coalitions and, of course, district councils. Whatever their names, the district councils are the neighborhood organizations that help their community people touch base with one another on at least a monthly basis and communicate their needs and preferences to the city.



CENTRAL AREA PLAN IMPLEMENTATION COMMITTEE

a Subcommittee of the Planning and Development Committee

c/o CITY HALL 71 MAIN STREET WEST, HAMILTON, ONTARIO, L8N 3T4

CA40NHBLA05

URBAN/MUNICIPAL
CSIP4C 1990

NOTICE OF MEETING

Friday December 14, 1990


9:00 a.m.

Room 233, Hamilton City Hall

URBAN MUNICIPAL

DEF 7 1990

GOVERNMENT DOCUMENTS


David Godley, CAPIC Co-ordinator
(546-4229)

AGENDA

1. Chairperson's Remarks
2. Members' Reports (two minutes maximum)
3. Minutes of Meeting held November 9, 1990 (attached)
4. Actions and Updates arising from the Minutes:
 - a) CAPIC membership issues (see attached) (Charles Forsyth)
 - b) CAPIC revised Terms of Reference (see attached) (Charles Forsyth)
 - c) Public Meeting - Traffic and Parking Issues in Durand (Russell Elman)
 - d) CAPIC Brochure (Mary Domagala)
 - e) Regional Transportation Study Update (Mary Domagala)
 - f) Pier 4 Marina Proposal (David Godley)
 - g) Garbage Containers (Mary Domagala)
 - h) Draft Work Program 1991 (see item 9) (Mary Domagala)
5. Crystal Palace Update (Kevin Christenson, Public Works)
6. Gore Park Review Committee (Bob Chrystian, Public Works)

7. CBD Study (Vladimir Matus)
8. Update on Development Activity in the Central Area (Al Little)
9. 1991 Work Program (see attached) (Mary Domagala)
10. Information Items
11. Other Business

Next Meeting January 11, 1991

** Please note that the meeting of January 11, 1991 will be dedicated to discussions on Public Participation **

CENTRAL AREA PLAN IMPLEMENTATION COMMITTEE
a Subcommittee of the Planning and Development Committee

c/o CITY HALL, 71 MAIN STREET WEST, HAMILTON, ONTARIO, L8N 3T4

MINUTES

CENTRAL AREA PLAN IMPLEMENTATION COMMITTEE

City Hall, Room 233

Friday, November 9, 1990

MEMBERS ATTENDING

Charles Forsyth - Chairperson	First Place
William McCulloch	Alderman Ward 2
Arthur Lomax	Hamilton Automobile Club
Russell Elman - Vice Chairperson	Durand Neighbourhood Association
Gloria DeSantis	Social Planning and Research Council
John Eyles	McMaster University
Kay Nolan	Separate School Board
Ozzie Ferguson	United Senior Citizens of Ontario
Gil Simmons	North End Neighbourhoods
Marvin Wasserman	King East Business Association
John Nolan	Past Vice-Chairperson
Maggie Fischbuch	Citizen Member
Diane Carpenter (for Gabriel Etele)	Downtown B.I.A.

REGRETS

Helen Nemeth	Beasley Neighbourhood
Andrew Mackenzie	Hamilton and District Labour Council
Mark Boyak	Hamilton Real Estate Board
Bruce Rankin	Hamilton Society of Architects
Anne Stewart	Hamilton Board of Education

STAFF

David Godley (Co-ordinator)	Local Planning
Al Little (Secretary - acting)	Local Planning
Mary Domagala (Secretary - elect)	Local Planning
Vladimir Matus	Local Planning
Dolores Beraldo	Local Planning
John Sakala	Local Planning
Norman Ragetlie	Regional Planning
Roland Karl	Traffic Department

1. Chairperson's Remarks

1. The Chairman called the meeting to order by welcoming back some familiar faces and initiating introductions around the room.
2. David Godley informed the Committee of the resignation of Francois Roesch (Corktown/Stinson Neighbourhoods). He also announced the desire of Maggie Fischbuch to become a member of CAPIC and the return of John Nolan to CAPIC. It was carried to accept the resignation of Francois Roesch and to allow Maggie Fischbuch and John Nolan to become a Citizen Members of CAPIC.

2. Members' Reports

3. Russell Elman announced a Public Meeting at Central Public School on Wednesday, November 14 at 7:30 p.m. to discuss Traffic and Parking Issues in Durand Neighbourhood. Russell mentioned that the ward Aldermen, the City Traffic Department and he would be in attendance. Kay Nolan inquired about CAPIC representation. She was concerned about the proposed Markland Street closure. Russell Elman discussed the details surrounding the proposed closure explaining that only a small portion would actually be closed. It was moved, seconded, and carried that Kay Nolan would attend this meeting as the CAPIC representative and would report back to CAPIC at the next meeting.

(ACTION - KAY NOLAN)

4. Ozzie Ferguson discussed the proposed Senior's Centre for Sackville Hill Park. He announced that the project had received approval from the Parks and Recreation Committee and would be presented to City Council on November 13, 1990. Once adopted by City Council, the plans would have to receive funding approval.
5. Marvin Wasserman expressed his concern over the large metal garbage containers that are being placed in the downtown area for apartments and businesses. He commented on their poor design and their potential for accidents. He has found that the lids of these containers are very heavy and must be lifted vertically to allow garbage to be placed in them. This cause problems for the seniors who live in the Central Area. There is great danger in the possibility of a lid dropping on someone's hand and literally taking it off. As well, there are concerns that City workers may experience back injuries because they reach up and over to lift out the bags of garbage. He offered a simple design improvement which would involve locating the doors on the side and having them swing open. This design change would make the containers safer and easier to use.
6. Alderman McCulloch mentioned that the original design of the containers was reviewed in conjunction with the BIAS's. It was moved, seconded, and carried that this concern would be raised with the Downtown Action Plan Committee.

(ACTION - MARY DOMAGALA)

7. Diane Carpenter agreed that these containers are causing some problems, but it should be noted that there have also been some positive comments on the purpose of the containers. The purpose of the containers is fine, the problem is with the design of the containers.

3. Minutes of the Meeting held October 12, 1990

8. Art Lomax requested an addition to paragraph 22 in respect to the history of Ferguson Avenue. He feels that a review of the history of Ferguson Avenue is necessary to investigate the portion between Main Street and King Street. A record should be made of the events that took place regarding this portion in the context of any road allowance closures and sale of lands to the railway. He is under the impression that the Ferguson Avenue road allowance was continuous through this section at some point and that the circumstances surrounding its closure must be recorded. The Real Estate Department will check ownership.

(ACTION - MARY DOMAGALA)

9. Russell Elman asked that paragraph 21 be corrected to read that "CAPIC was to have been contacted to comment on the Terms of Reference for the James Mountain Road Study".
10. The minutes were moved, seconded and carried as amended.

4. Actions and Updates Arising from the Minutes

11. Item 4a): Alderman McCulloch announced that on October 30, 1990, City Council approved an amended motion by Alderman Agro to re-open the south leg of King Street at Gore Park to vehicular traffic for 4 months on a trial basis. This recommendation has been forwarded to the Regional Engineering Services Committee for approval. The Alderman added that he felt that a 4 month trial period is not sufficient to assess the situation and that it will only cause confusion for motorists who are not allowed on this portion one day, allowed on it the next, and then not allowed on it the day after that.
12. Russell Elman felt that the trial basis closing also has future implications on planning. How can planning be done effectively if situations like this are allowed on a trial basis? Discussion followed as to why this motion was approved when the Planning and Development Committee and Council had already denied this motion in the past. Alderman McCulloch stated that it is very unusual, since it appears that this approval is only meant to be for the benefit of one businessman, since no petition was presented.
13. Charles Forsyth questioned whether it would be appropriate for CAPIC to send a report to the Engineering Services Committee. David Godley answered that he felt that it would not be appropriate since such action could be seen as an attempt to undermine Council's decision. Alderman McCulloch will remind Regional Council of CAPIC's position on this matter. Russell Elman

emphasized again the possible implications of this decision on future planning. Alderman McCulloch requested a letter be sent to him outlining CAPIC's concerns.

(ACTION - MARY DOMAGALA)

14. Item 4b): Alderman McCulloch announced that he had met with Gabe Macaluso of HECFI to discuss the situation of the King Street Pedestrian Bridge. Through investigation it was learned that up until now the opening of the doors leading out to the upper level of Jackson Square was at the discretion of the employee responsible for opening them. It was established that the doors would be opened at 8:00 a.m. and would close at 12:00 midnight (1:00 a.m. or 2:00 a.m. if there were events at the Convention Centre or Hamilton Place). The Alderman also requested to be kept informed in the event of any more problems related to this situation.
15. Vladimir Matus discussed the problem of +15 developments in regard to the use of public spaces using Minneapolis/St. Paul as an example where both public and private +15 systems are in use. He offered the suggestion of posting the open hours at the entrances to help with the problem of running into locked doors. Alderman McCulloch commented that hours of operation are difficult to post due to the open-ended closing hours in the case of events at the Convention Centre or Hamilton Place.
16. Russell Elman spoke on a related topic -- that of pedestrian access to the Eaton's Department store. The original Eaton's store was accessible from Jackson Square and during the construction of the new Eaton's Centre the new Eaton's store was accessible from Jackson Square as well. However, with the opening of the Eaton's Centre, the accesses to the store from Jackson Square have been closed. The public must now go through the Eaton's Centre or go out to the street to get into the Eaton's store. This is designed to funnel customers through the new retail area of the Eaton's Centre. This led to much discussion on the privatization of public spaces and public access. Russell Elman inquired as to whether there was anything that could be done to have the old access from Jackson Square into the Eaton's store re-opened. Alderman McCulloch mentioned that since the malls were privately owned, the only method would be through market pressure in the form of a petition to the mall owners.
17. Due to the direction of the discussion on +15's and public accesses, it was moved, seconded, and carried to postpone items 4c) to 4e) and 4g) to 6, and proceed to items 4f) and 7 on the agenda.
18. David Godley opened the discussion on the CBD Study by informing the Committee that a sub-committee had been formed consisting of Gloria DeSantis, Gil Simmons, Arthur Lomax, and Charles Forsyth. Staff members consisted of Roland Karl (Traffic Department), David Godley, Vladimir Matus, and Dolores Beraldo. The Sub-committee met on November 6, 1990 and came up with some conclusions and objectives with respect to the +15 system in the context of the CBD Study and pedestrian links/flows. Buildings over the street were also discussed and a handout was given showing possible locations. He also announced the CBD Steering Committee meeting scheduled for November 15, 1990.
19. Russell Elman commented on Calgary's +15 system and how it is being sold as a tourist attraction via glossy brochures at information booths. He also mentioned their incorporation of an indoor park

within the +15 system.

20. Gil Simmons voiced her concerns over the whole issue of +15 and expressed her unhappiness.
21. John Nolan discussed the success of the Toronto underground system. He feels that the only reason that it is successful is because the subway is there. He stated that for a +15 or -15 system to be successful, there must be a reason for going up or down. He mentioned that planners must be realistic about future development in Hamilton. The last 10 years have been good economic times, but only the Eaton's Centre, the CIBC towers and very little else in the way of major new development. The potential for the next 10 years must be looked at in light of the recent economic downturn. He feels that it is unrealistic to build over the streets when there is a fairly large supply of assembled land that is available for re-development (eg. the northeast corner of King and James). Public developments may be the only major developments in the near future as private developers shy away from making commitments. Therefore, there can be some control over some aspects of linkages. The basic infrastructure for a +15 system is in place, so it is possible to make it into a successful system with relatively little expenditure. However, there is a need to develop some attracting features such as indoor parks with the Crystal Palace. Expertise from the Royal Botanical Gardens or the Annual Mum Show Committee could be drawn.
22. Charles Forsyth summarized that there would be limited use of a +15 system in light of trends in the economy and the development industry. Furthermore, the +15 usage(as proposed) would encourage concentration in the downtown which is not in accord with the randomness of flows and activities in the downtown area.
23. Marvin Wasserman indicated that a "needs" study is necessary for commercial and office space requirements over the next 20 years. It is "need" that provides a stimulus for a +15 system. A "needs" study would have to be comprehensive, taking into account everything we do. For example, when building there must be consideration for public safety.
24. John Eyles commented that the size and location of a city is a major factor in whether systems such as +15 work. Perhaps Hamilton's size cannot support certain developments. This may especially be the case given Hamilton's location next to Oakville and Mississauga, where there is a lot of development.
25. John Nolan pointed out that in effect, a +15 system was incorporated into Jackson Square when it was built. One of the objectives of a +15 system is to allow pedestrians to cross busy downtown streets protected from vehicles and the weather. It is unlikely that there will be a need for an expanded +15 system in the near future and that the existing system should be made more useful, accessible and should not be abandoned.
26. Arthur Lomax expressed concern over some of the maps and handouts that are being provided from the CBD Study. He is concerned that some of these may appear more definitive than they are meant to be although they represent comments of the committees. He felt that there should be a greater effort in avoiding the possibility of these ideas being construed as recommendations or policies. Although some of the ideas are very worthy, they are in need of further discussion.

27. Maggie Fischbuch discussed the fact that the current +15 system is not always the easiest way to get from point A to point B. As an example she spoke of the problems associated with getting from 119 King Street West (Ellen Fairclough building) to Jackson Square using the King Street pedestrian bridge. In all but the most inclement weather, it is easier to just run across King Street. She feels that, in order to be successful, a +15 linkage must be accessible and easily connected.
28. Gloria DeSantis commented on the need to study the social and economic impacts and implications of +15 up front, before taking any action. In addition, the literature should be reviewed to determine the ingredients of successful +15 systems.
29. Charles Forsyth summarized once again that there is a general feeling that the present +15 system has limited application. A full account of the size and location of the urban community must be taken into consideration. Also, the social and economic impacts of a +15 system must be known. A +15 system is in the public domain because it becomes one aspect of the pedestrian flows of a city.
30. Gil Simmons was concerned with the fact that everything seems to be centred around Jackson Square as a hub with Durand Neighbourhood feeding into it. What about the rest of the Central Area?
31. Roland Karl discussed the importance of planning for the future and establishing guidelines to get there. When development does eventually take place, a framework will be in place to allow connections to happen between buildings. Roland stated that in terms of the +15 objectives list (as presented by the +15 Sub-committee), perhaps objective #5 should be moved to be objective #1.
32. John Eyles added that any visions of the future must be realistic in respect to the size and location of the community as opposed to looking to other larger cities as models. Hamilton is a nice city and it should be planned to be even nicer.
33. Marvin Wasserman questioned Jackson Square as the focal point of the +15 system. Pedestrian flows should be directed to the street level. He was also mentioned that two-way flows were necessary as opposed to funnelling pedestrian traffic.
34. John Nolan discussed public rights in "private" open spaces. Russell Elman commented on the necessity to look at the +15 open spaces, their ownership as well as the flows between.
35. Charles Forsyth summarized once more by indicating that from CAPIC's point of view +15 must be understood from the wider issue of pedestrian flows. As well, the lack of public commitment, the scale of urban structure/design, concerns over zero level pedestrian flows, and impediments to pedestrian flows were mentioned as important to CAPIC. It was decided to pass these comments to the CBD Technical Steering Committee.
36. Discussion was reverted back to postponed agenda items 4c) to 4e) and 4g) to 6.
37. Item 4c): Charles Forsyth mentioned that the memo to the Ferguson Avenue Streetscaping ad hoc Committee from himself was included in the agenda package as requested at the last meeting.

38. Item 4d): Mary Domagala discussed the confusion centred around the Regional Transportation Study. Basically, nothing has been done on the Regional Transportation Study and it was questionable as to whether provisions were made in the 1991 work program to conduct the study.
39. Charles Forsyth indicated that perhaps a reminder was needed to be sent to the appropriate department to prepare the Terms of Reference for the Study as per the directions from the Planning and Development Department and City Council. Roland Karl defended the department in light of budget and staffing constraints. Charles Forsyth expressed his concern over the cost effectiveness of other projects such as the Perimeter Road and the Red Hill Creek Expressway without taking the overall context of transportation into consideration. He emphasized the fact that the last major transportation study was completed a quarter of a century ago.
40. Russell Elman commented that the instructions to undertake the study have already been given, therefore, any cost problems should be sorted out and the Study made a priority. Gil Simmons emphasized the fact that CAPIC must become well-informed on issues affecting Central Area transportation needs. Charles Forsyth requested that arrangements be made to have Ted Gill attend a future CAPIC meeting to provide an update on the Study and to listen to CAPIC concerns in this regard.

(ACTION - MARY DOMAGALA)

41. Item 4e): Charles Forsyth requested that Committee members receive the new design mock-up for the CAPIC brochure, review it, and get in touch with Mary to indicate changes. Russell Elman indicated that the umbrella graphic is misleading, depicting CAPIC as above everything else. He suggested a lateral type of hierarchy as opposed to the current vertical format.
42. Item 4g): David Godley commented that this report was still to be done and would include the appointments of John Nolan and Maggie Fischbuch, and the resignation of Francois Roesch.

(ACTION - DAVID GODLEY)

5. Crombie Commission Workshop

43. Norman Ragetlie provided a summary of the Crombie Commission Workshop held on October 15, 1990. Three conclusions emerged from the Workshop:
1. Co-ordination of waterfront planning in the Region is necessary since Crombie Commission will not plan for us;
 2. The jurisdictional conflicts in Hamilton Harbour remain and must be overcome; and
 3. The Crombie Commission recommends that the Province declare a an interest in all of the Lake Ontario waterfront and that the Province negotiate "Waterfront Partnership Agreements" for all of Lake Ontario's shoreline.
44. Norman reported that Regional Planning staff are preparing a report to the Economic Development

and Planning Committee to address these three conclusions. The report is currently being developed at the staff level and will need concurrence from senior management. At this stage the recommendations of the report include:

1. That the Region initiate co-ordination of waterfront planning based on the principles of the Crombie Commission;
 2. That the Region request the Crombie Commission to review and investigate jurisdictional issues in the Harbour; and
 3. That the Region request the Province to provide a timely response to the Crombie Commission recommendation regarding the Waterfront Partnership Agreements.
45. Charles Forsyth felt that the Region should announce formally whether or not it is prepared to agree with the Crombie Commission recommendations. A commitment by Regional Council is imperative especially since the establishment of the Sustainable Development Task Force.
46. John Nolan gave a brief history of the Hinkley Task Force on the Hamilton Harbour. The recommendations of the Hinkley Task Force focused on preserving Hamilton's interest in the Harbour by having better City representation on the Harbour Board.
47. Charles Forsyth summarized and indicated that a letter be sent to the Regional Planning Branch (Norman Ragetlie) to provide CAPIC's input on the recommendations which will be brought forth to the Economic Development and Planning Committee.

(ACTION - CHARLES FORSYTH)

9. Marina Proposal

48. John Sakala presented Marina Expansion plans forwarded by Chuck Towsley of the Hamilton Harbour Commission. He commented on pedestrian/vehicular flows and accessibility. There was general concern over the lack of public access to the waterfront and pedestrian amenity. John Nolan commented that public access should be a component of any marina proposal, as well as respecting security concerns of boat owners. Gil Simmons said that CAPIC should send comments to Mr. Towsley expressing the concerns over public access to the waterfront and public amenity.

(ACTION - MARY DOMAGALA)

49. Charles Forsyth indicated that it would be appropriate to carry over agenda item 8 to the December meeting due to time constraints. Arthur Lomax requested the opportunity to have some items from the CBD Study brought back to CAPIC for discussion. Charles Forsyth requested a draft 1991 work program for the December meeting.

(ACTION - DAVID GODLEY)

50. The chairperson adjourned the meeting at 12:20 p.m.

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OUR FILE:

DATE: 1990 November 2

Anthony

City of Hamilton

Notice to Citizens

Public Notice

The Corporation of the City of Hamilton will be considering the appointment of citizen members to the following Committees/Local Boards:

Hamilton Civic Hospitals Board of Directors
Hamilton Entertainment and Convention Facilities Inc.
Hamilton Historical Board
Hamilton Housing Company Ltd.
Hamilton Hydro Electric Commission
Keep Hamilton Clean Committee
*Property Standards Committee

***NOTE:** Applicants for the Property Standards Committee shall be ratepayers of the City of Hamilton.

Any citizens wishing to be considered for appointment to these Committees/Boards, are requested to forward a resumé of qualifications and reasons for wishing to serve, to Mr. K.E. Avery, City Clerk, City Hall, 71 Main Street West, L8N 3T4, no later than **Monday, 1990 November 26.**

City Council wishes to ensure that its Committees, Boards and Commissions reflect the diverse nature of Hamilton's population and encourages all residents to consider this opportunity. Applications from women, persons with disabilities, native persons, and racial and ethnic minorities are especially encouraged.

City Hall
Hamilton, Ontario

K.E. Avery
City Clerk

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1990 November 28
(P5-4-7-9)

REPORT TO: Mrs. Susan K. Reeder, Secretary
Planning and Development Committee

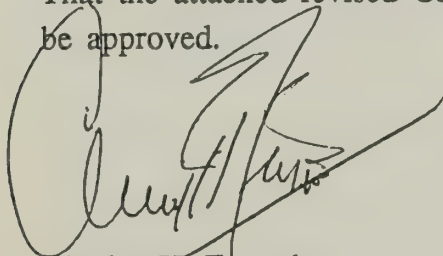
FROM: Charles Forsyth
Chairperson
Central Area Plan Implementation Committee (CAPIC)

SUBJECT:

Central Area Plan Implementation Committee - Terms of Reference.

RECOMMENDATION:

That the attached revised Central Area Plan Implementation Committee Terms of Reference be approved.



Charles H. Forsyth
Chairperson
CAPIC

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND:

In 1989 the Planning and Development Committee approved Terms of Reference for the Central Area Plan Implementation Committee (CAPIC) to clarify CAPIC'S mandate, membership and administrative matters.

The Terms of Reference require that a Council member serve as either Chairperson or Vice-Chairperson of CAPIC. During the past several months it has not been possible to fulfil this requirement and may be difficult to do so in the future, given increased demands on Council Members' time. While it is extremely important to always maintain a Council Member on CAPIC, the duties of Chairing and Vice-Chairing meetings can be passed on to other CAPIC members.

CONCLUSION

The Terms of Reference should be revised to delete the requirement for the Council Member on CAPIC to be either Chairperson or Vice Chairperson. The Planning and Development Department support this change.

dg
MD/ns:dkp
A:\CAPIC.REP

CENTRAL AREA PLAN IMPLEMENTATION COMMITTEE

TERMS OF REFERENCE

The mandate of the Committee is to advise the Planning and Development Committee on planning matters relating to the Central Area. Including:

- The Central Area Plan. Its update and revision;
- Strategies for implementing the policies of the Central Area Plan;
- Acting as a sounding board for development proposals;
- Co-ordinating initiatives in the Central Area;
- Monitoring Central Area matters;
- Supplying representatives to other committees to give a Central Area point of view.

Administrative

- The committee will be made up of representatives of organizations and individuals who together form a knowledgeable and balanced group.
- Changes in membership will be submitted by CAPIC to the Planning and Development Committee for approval.
- A Chairperson and Vice-Chairperson will be elected by CAPIC.
- The Planning and Development Department will be responsible for co-ordinating the Committee.

Background

- The Central Area is identified as the area bounded by Queen Street, Victoria Avenue, the Escarpment and the Bay.
- During 1979 and 1980, the Central Area Plan Advisory Committee prepared the Central Area Plan.
- In 1981, City Council adopted the plan.
- In 1983, City Council identified the need for a policy-oriented committee to implement the plan.

- The Central Area Plan Implementation Committee (CAPIC) was formed by Council in February, 1984, to concentrate on policy issues and their implementation.
- Since 1984, CAPIC has undertaken a major review of the Central Area Plan.
- Additionally, CAPIC has provided advice to the Planning and Development Committee on an ongoing basis.
- In 1988, City Council approved the revised Central Area Plan and it is in the process of being incorporated into the Official Plan.

MD/dkp
A:\TERMSREF.

November 1990



THE REGIONAL MUNICIPALITY OF HAMILTON-WENTWORTH

Planning and Development Department
71 Main Street West, Hamilton, Ontario L8N 3T4

4e

Refer to File No. P5-4-7-9
Attention of
Your File No.

November 27, 1990

Mr. Ted Gill
Engineering Department
City Hall, Hamilton

Attention: Mr. Geoff Aston

Dear Mr. Aston:

Re: Regional Transportation Study

Further to our discussion I enclose a copy of the Council (City of Hamilton) resolution requesting the Region to undertake a comprehensive Transportation Study. This resolution was passed on February 13, 1990.

We would appreciate it if you, Ted Gill and Dale Turvey could sort out this matter and let us know when terms of reference will be prepared.

Our understanding is that CAPIC and Durand Neighbourhood Association are to be consulted when terms of reference are being prepared for the study.

Yours truly,

David

David Godley, Manager
Neighbourhoods

M.D.:ns

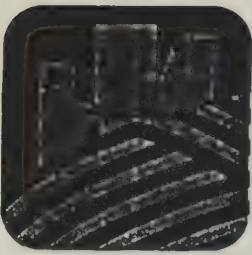
A:\NEIGH.GEN

18. That Site Plan Control By-laws No. 87-223 and No. 79-275, be amended to include the lands located on the north and south sides of Main Street West between Highway No. 403 and Queen Street South as outlined in the map attached hereto and marked as Appendix "H", and that the City Solicitor be directed to proceed with such action.

NOTE: The purposes of the By-law is to include the lands under Site Plan Control. Any development proposed along the Main Street corridor in this area would be required to submit various plans for approval. This action was a recommendation of the report entitled "City Entrance - Main Street West" which was accepted by City Council at its meeting of 1989 November 14.

19. (a) That the recommendations of the Central Area Plan Implementation Committee, in their report dated 1990 January 22nd, respecting a Regional Transportation Study and the proposed Perimeter Road be forwarded to Regional Council for consideration.
- (b) That the City Clerk advise Regional Council that the Planning and Development Committee endorses C.A.P.I.C.'s recommendation on the need for a comprehensive Transportation Study to be undertaken.
20. For the information of the members of City Council, the Planning and Development Committee has appointed Alderman W. McCulloch to serve on the Central Area Plan Implementation Committee.
21. (a) That the request for a waiver from the requirements of a Feasibility Study and Impact Analysis for lands located west of Nash Road, north of the C.N.R. be granted;
- (b) That the City Clerk be directed to inform the Council of the Regional Municipality of Hamilton-Wentworth regarding (a) above, and request that Regional concurrence be obtained; and,
- (c) That Site Plan Control By-law No. 79-275, as amended by By-law No. 87-223, be amended by including the subject lands.

NOTE: The Planning and Development Department has recently received a request for a waiver from the requirements of a Feasibility Study and Impact Analysis (Environmental Impact Statement) from the Regional Freeway Project Office, for City owned lands located west of Nash Road, north of the C.N.R., as shown on the attached map marked as Appendix "I". The Official Plan requires an Environmental Impact Statement for development proposals within Environmentally Sensitive Areas, or if requested, Council may grant a waiver, with the concurrence of Regional Council.



THE REGIONAL MUNICIPALITY OF HAMILTON-WENTWORTH

Planning and Development Department
71 Main Street West, Hamilton, Ontario L8N 3T4

4f

Refer to File No.

Attention of **P5-4-7-9**

Your File No.

November 29, 1990

Mr. C. Towsley
Manager, Property and Planning
Hamilton Harbour Commissioners
650 James Street North
Hamilton, Ontario
L8L 1K1

Dear Mr. Towsley:

Thank you very much for forwarding the proposed marina expansion plan to me. We took this along to CAPIC on November 9, 1990.

CAPIC expressed much the same points at their November 9 meeting as they did at the June 26, 1990 meeting:

- that the link from Pier 4 to Pier 8 is a very important portion of Waterfront for the Central Area and City as a whole.
- as such, maximum pedestrian accessibility and amenity should be provided. A continuous pedestrian link along the waterfront should be provided.

It appears from the plan that fencing interrupts the links and that car parking dominates. A landscaping plan would help CAPIC understand the proposals better.

I took the liberty of asking our Landscape Architect, John Sakala to provide technical comments. These are as follows:

1. The drawing includes some information for regrading of the parking lot and provision for some new traffic islands and curbing.

2. The plan appears to address engineering concerns and to some extent, traffic related matters. As I had initially commented, perhaps at the Commissioner's office, consideration should be given to pedestrian orientation and pedestrian circulation patterns within the site itself and beyond the site toward James St., Guise Street, and the public Pier area, etc. The plan does not appear to give any consideration to Pedestrian design.
3. The main traffic entrance and related parking at the entrance area appears not to be altered although a few new traffic islands have been added further in the site. It is suggested that the design of the entrance gate be reconsidered with appropriate 'arrival' impressions of the site, landscaped traffic islands, and appropriate traffic circulation patterns for the entrance and into and around the site.
4. The parking area at the westerly end of the site is proposed adjacent to the public street. It is suggested that some buffer distance with landscape treatment be provided between the property line and the proposed parking areas.
5. The plan is titled 'Shore Works' and appears to give design importance to the new docking facilities. Unless other plans are available, it appears that a site design by a landscape architect should be suggested to review traffic and pedestrian circulation, interior site connections and exterior site connections, landscape design.
6. Comments from the Parks Division, and Community development should also be considered.

Department staff and, if you wish CAPIC members would be glad to sit down with you to discuss this matter. I appreciate your consultation.

Yours truly,

David Godley
D. Godley, Manager
Neighbourhoods

M.D.:ns

c.c. C. Forsyth

A:\NEIGH.GEN

A NEW CRYSTAL PALACE FOR HAMILTON AT COMMONWEALTH SQUARE

Siting

It will be possible to site the Crystal Palace at Commonwealth Square in a variety of ways. Final siting will be worked out jointly with representatives of Hamilton Entertainment Complex, and the Art Gallery of Hamilton. (see drawing on back of sheet)

Shared Use

The Crystal Palace at Commonwealth Square can be jointly programmed by the Art Gallery of Hamilton, by the Convention Centre and Hamilton Place, as well as by such groups as the Mum Show Volunteers.

Parking

Capacity exists to absorb parking demand generated by the Crystal Palace, in adjacent garages and lots.

Capital Cost

The Crystal Palace at Commonwealth Square will cost \$6,275,000 in 1990 dollars.

Horticultural Displays

A Crystal Palace at this location would represent a bold and exciting intrusion of a floral environment into a dense urban setting. There would be a permanent horticultural display as well as seasonal floral displays such as the Mum Show. These would be on-going attractions to Hamiltonians and tourists.

Symbol of Hamilton and Civic Receptions

The prime downtown location offers the best opportunity to establish the Crystal Palace as a highly visible cultural symbol of the City. A permanent and formal horticultural display would serve as a unique backdrop for civic events, and as a place to hold receptions for visiting dignitaries and for opening ceremonies of floral shows.

Food Facility

There should be a tea room or a middle to upscale restaurant adjacent to the horticultural display. Having a food facility would enable the Crystal Palace to stage activities involving convention delegates and civic receptions.

Preliminary Attendance Projections

More than 200,000 people would visit the Crystal Palace, including local residents, tourists and convention delegates and their spouses from the adjacent Convention Centre and nearby hotels.

Operating Feasibility

A Crystal Palace located on Commonwealth Square would generate considerably more revenues than would any of the other sites. As a result, it would require a much smaller subsidy from the City to balance the budget.

Economic Impact

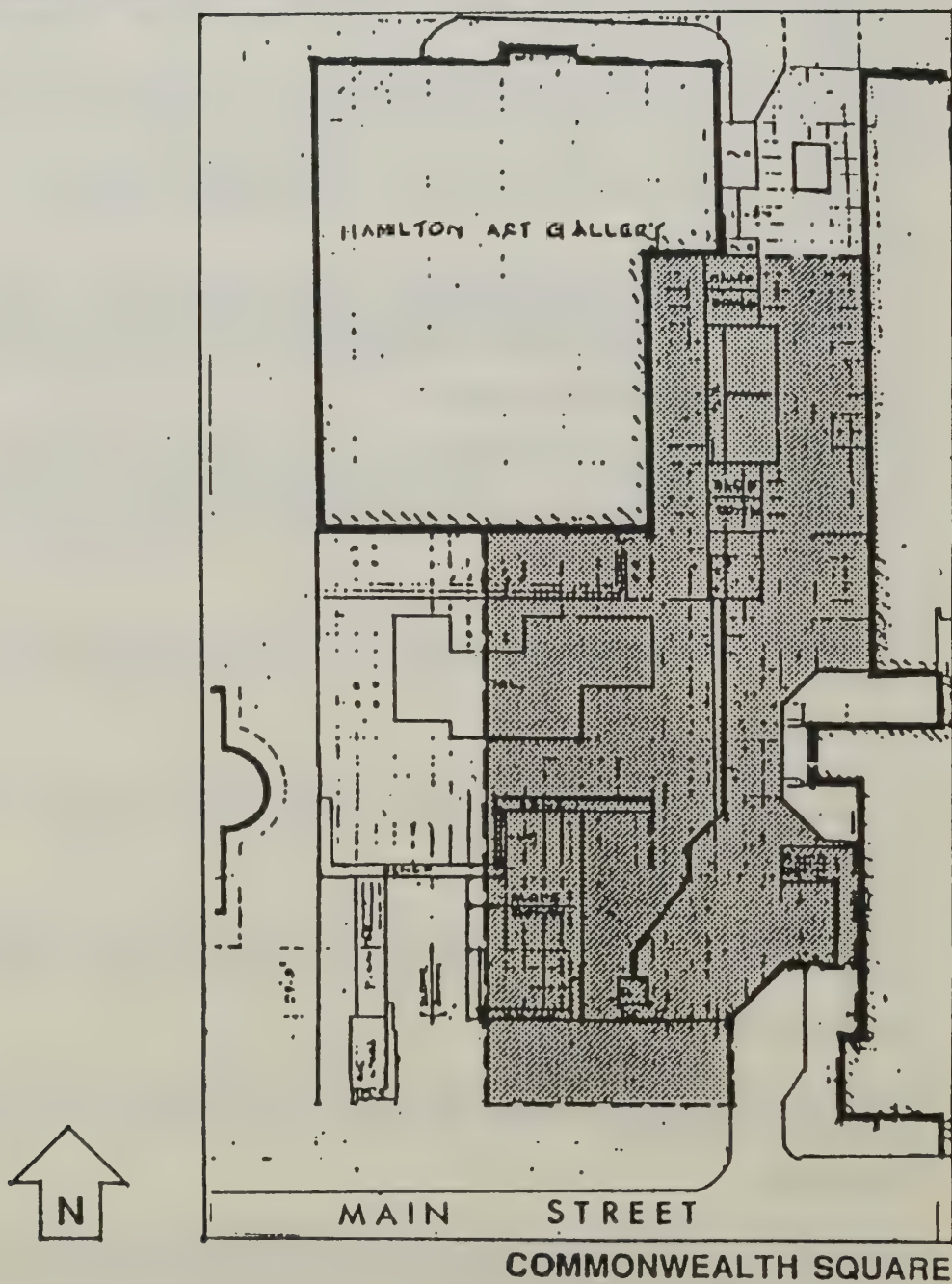
A total of 4 full-time jobs would be created directly at the Crystal Palace and an estimated 13 jobs through spin-off effects. The estimated total economic impact annually (direct and indirect) for Hamilton would be over \$1.2 million.

Management

There should be a full-time director of the Crystal Palace who would report to the City's Public Works Department. There should also be a large Volunteer Committee to assist with the on-going operation of the facility, particularly the staging and hosting of the floral shows.

[illegible]

tone shows area available for Art Gallery expansion and Crystal Palace



Blooming good idea * SPECT! 7/25/90 Garden under glass

It's a dandy idea — a greenhouse of palace proportions replacing the concrete vista across Main Street from Hamilton city hall. The city's Crystal Palace subcommittee recommends placing the year-round, under-glass flower show on that spot, Commonwealth Square. There's no better place.

The politics of the thing ought to appeal to the city council. First, there's Hamilton's generations-long love affair with gardens. The city's magnificent park system and the Royal Botanical Gardens, not excelled on this continent, testify that Hamiltonians do indeed like things green and pretty. (Some politicians may recall the public reaction to the unfortunate attempt to turn Gore Park into an oasis of concrete.)

Second, there's no question that a grand gallery of flowers and shrubbery, blooming 12 months a year in the middle of downtown, would be a glorious tourist attraction — unique as Toronto's celebrated CN Tower and many times more beautiful. ("Visit downtown Hamilton, where summer lasts all year.")

Third, a permanent garden, growing and blooming in an ever-changing spectacle, would give downtown Hamilton a centrepiece like no other in Canada, to add new life to the weekends and evenings, bringing customers to the stores, restaurants, saloons, theatres and art gallery.

Fourth, valuable downtown space, now barren and idle, would become useful and aesthetically appealing.

And what a delight it would be for local folk to escape into three acres of bright greenery in the grim, grey months of winter. Cheaper and quicker than a trip to Florida.

The estimated \$6-million price shouldn't scare the politicians. It shouldn't be difficult to raise at least one fifth of the money by public subscription. With a solid demonstration of public support, the city council would be well armed to go hunting for matching grants from the province and Ottawa.

Senior governments would be justified in helping build the Crystal Palace in downtown Hamilton. The concept is worthy of provincial and national stature. With Hamilton's very visible expertise in parks, the people in Queen's Park and Ottawa — as well as the people in the neighborhood — should know any garden planted in Hamilton will be a botanical masterpiece.

MEMORANDUM

TO: File No. P5-4-7-18

Date: November 6, 1990

From: Dolores Beraldo

Ext.: 4267

Re: CAPIC Pedestrian Links Sub-Committee

A meeting was held on November 6, 1990 to discuss pedestrian links and the +15 policies. Present were: Charles Forsyth, Gil Simmons, Gloria Desantis, Art Lomax, Roland Karl, John Sakala, Vladimir Matus, David Godley, and Dolores Beraldo.

David began the meeting by reviewing the Traffic, parking & development potential and Possible pedestrian system panels as visual background information for the discussion to follow. It was decided that public and private parking lots would be differentiated between as private lots are more susceptible to development pressures. It was noted that the internal block linkages shown on the panel are only secondary linkages and are not to compete with the pedestrian oriented streets.

The meeting continued with John Sakala discussing problems he was encountering when dealing with developers on development applications. While it is City policy in the Official Plan that staff negotiate with developers for +15s, the city is unwilling to finance any of these ventures which makes negotiating very difficult. This inturn led to a number of issues, questions and suggestions being raised:

- Was the whole idea of pedestrianisation in the core being spread too thin, that is should we only be concentrating on a smaller area as opposed to the entire CBD area?

- +15s should be designed with the disabled and elderly in mind therefore requiring that elevators be located near entrances/exists.

- Does the development of the City in the future warrant more +15 levels?

- A list of elements needed to make the system work should be developed.

- Commitment is needed to make the system work; especially strong political support.

- The connections themselves do not necessarily have to be cat walk

like structures but can be actual buildings which are built over the roadways. These areas should be identified on a map. Suggestions made included a building over York at Park, spanning McNab between King and Main and replacing the King Street bridge with a walkway and restaurant. Creativity was stressed.

- The idea of Crystal Palace spanning Main Street was voiced as a way to start the system connections.

- Some type of visual aid should be prepared to present in order to help visualize the attractiveness/benefits of the system, perhaps in the form of a competition.

- +15 levels should be complementary to existing ground level routes, that is its' aim should not be to remove all pedestrian traffic from ground level.

- Other city +15 systems should be reviewed to see where and why their systems have failed and learn from their mistakes.

- Both objectives of the +15 system should be clarified and advantages and disadvantages of the system be reviewed.

The last action will be completed for the up coming CAPIC meeting on the November 9th where it will be reviewed. Future courses of action could include a study and a competition for the designing of the system, which will be dealt with through the course of the CBD study.

Condo developer 'sold on Hamilton', in spite of slump

By MICHAEL DAVIE
The Spectator

A TORONTO DEVELOPER is building a \$100-million condominium project in downtown Hamilton despite a slumping real estate market.

Milton Zarkovich isn't letting the slow housing market or economic downturn deter him from building the 407-unit Riviera Club condominium project at Hess Village.

"We're definitely sold on Hamilton," said Mr. Zarkovich, vice-president of Glengrove Village Ltd., a 30-year-old firm that built a similar, 550-unit complex in Toronto.

"Hamilton has all the charms of a mid-sized city but with close proximity to Toronto," added the 49-year-old former Hamiltonian who was today to unveil a \$15,000 scale model of the coming complex.

'Right location'

Star Real Estate Ltd. broker, Milan Maravich expects most of the 207 units for the first tower of the proposed complex will be pre-sold by February.

Fellow real estate salesman Tom Stephens expressed similar confidence.

"It doesn't matter what the market is like. When you come along with something people want, in the right location, at the right price, people will buy it."

Former Hamilton mayor Jack MacDonald and his wife Jessie intend to become future owners of one of the condo units.

As a resident of a neighboring, more-expensive condominium, Mr. MacDonald said the \$139,900 starting price for the new complex units makes it "a real bargain for

anyone who wants to live close to shopping, the art gallery, Copps Coliseum, everything."

Mr. MacDonald, mayor from 1976-1980, returned to Hamilton two years ago after a heart attack and quadruple bypass surgery ended his job as a member of the National Parole Board in Kingston.

Advocate

Now retired, the 63-year-old former mayor is a strong advocate of downtown life and a tireless, voluntary promoter of the new condo project.

"In the face of all this doom and gloom stuff, these people aren't fooling around — they're here and they're investing a lot of money."

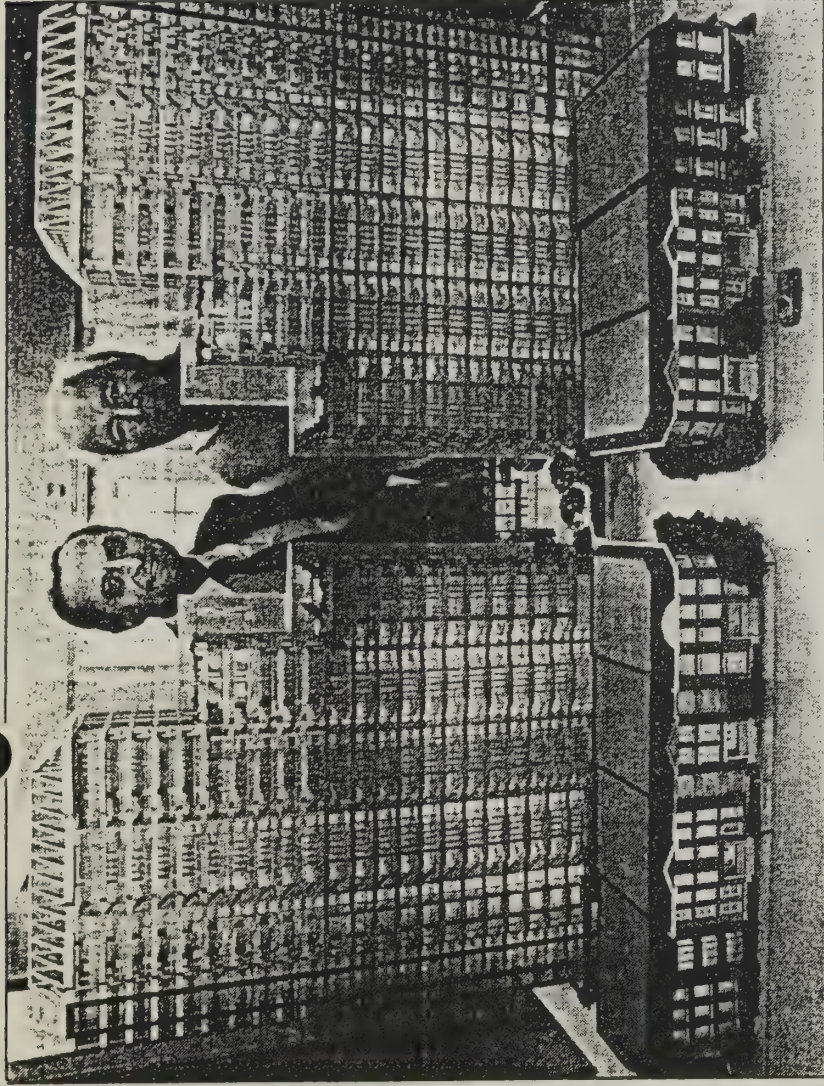
At a cost of \$6 million, Glengrove Village bought most of the block between Main West, Hess, Caroline and George streets — almost two acres of prime Hess Village area land.

Then the company spent a further \$200,000 on an on-site sales office complete with scale model and full-size mock living room, bathroom and kitchen areas that will be featured in condo units.

"We're filling a niche in the market," said Mr. Zarkovich. "These units will appeal to empty-nesters and young professionals."

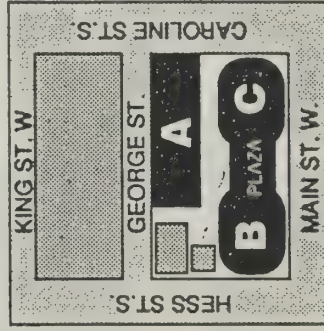
Pending final building approvals from city hall, Glengrove hopes to pre-sell most units in the next six months, then start construction in the summer on the first of two 23-storey condominium apartment towers facing Main West.

At the same time, Glengrove will build the first phase of a commercial complex fronting on George Street. The three-storey complex, to feature a mix of boutiques, was designed to fit into the lower-rise theme of Hess Village.



Former mayor Jack MacDonald, right, and salesman Milan Maravich face model from Main Street side.

Kaz Novak, The Spectator



Once construction is completed on the first phase, the second part of the commercial complex would be built, along with the second residential tower at the corner of Main West and Hess.

Both towers are to feature ground floor boutiques, two-bedroom units and a range of amenities including saunas, exercise rooms, swimming pool and underground parking.

'Good market'

Mr. Zarkovich said the first tower should be ready for occupancy in late 1992, the second in early 1995 although the second tower could be delayed if market conditions are weak in the next few years.

However, Mr. Zarkovich isn't anticipating anything but strong demand for the condo units.

"There's a glut of condominiums in Toronto but I think there's

Bentley Place condominium tower on Caroline Street, south of Main, is offering would-be buyers the opportunity to visit finished units in a nearly-completed project.

"The new condominium project should bring people into the area who will also want to cross the street and see our completed units," said Bentley Place owner Angelo Notarianni whose two-bedroom units start at about \$180,000.

Reserved

Mr. Notarianni said all 96 units had been reserved for purchase by potential buyers when construction began 18 months ago.

Since then, the market has weakened and some buyers haven't closed, he said.

But Mr. Notarianni noted 70 per cent of the deals have closed and he's expecting to sell the remaining units in the next few months.

- A** 3-storey commercial complex, opens late 1992
- B** 23-storey residential tower, occupancy 1995
- C** 23-storey residential tower, occupancy late 1992

*ground level shopping complex

still a good market for them in Hamilton at the right price, at the right location, and that's what we're offering."

Meanwhile, the nearby 96-unit

Five 'n' dime bids farewell

Brooksie can't believe her beloved Woolworth's is closing

SOME WILL be saddened by this story, like Brooksie. But no one should be surprised.

The same downtown tale has been written several times in recent years. The Right House, Zellers, Robinson's.

And now the store that carries Frank Winfield Woolworth's name. The Hamilton operation opened in 1902, just steps from the corner that counts, King and James.

Through two wars, the baby boom, the energy crunch, Woolworth's kept doing the job right. Lots of bargains and lots of products — from toilet paper to cream pies to parakeets.

But on Saturday, Dec. 29, the lights go out.

And then? The bulldozers will probably roll in, knock down that merchandising mecca and another piece of downtown becomes a parking lot.

Brooksie is heartbroken. So are others who call the message machine. "I can't believe it," they say.

"Maybe I shouldn't have, but I gave my life to Woolworth's," says Margaret Evelyn Guinivere Brooks. It's true — she started at the store in 1929 and didn't punch out until last year.

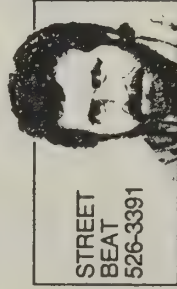
Some call her Mrs. Woolworth. Most call her Brooksie.

I toured the store with her. On the second floor, Joan was putting flowers on a cake in the big bakery. Years of service — 22. Down the hall, in a stark business office with bomb-proof desks from the '40s, we met Dorothy and Mary, 33 years service each.

"Well, Brooksie," says Mary. "I guess we won't be able to scatter your ashes over the candy counter after all."

It's hard to find a man at Woolworth's. Of the store staff of 60, there's just the guy in the stockroom and the manager.

He learned of the shutdown three weeks ago, on a Friday. On the Monday morning, he called the workers together. Some may land



STREET
BEAT
526-3391

Paul Wilson

at Woolco, others at the Woolworth's on Fennell East. Others may be out in the cold.

Brooksie got the news fast. "I am angry," she says.

She was born here, 76 years ago. Dad was a salesman with the Mount Forest Carriage Company, so good at his job that he once won a trip around the world. But then the bothersome automobile came along and creamed the business. So Dad opened a grocery at Charlton and Hess.

Meanwhile, Brooksie was taking elocution. It was big then, and she gave monologues in church halls all over the city.

So she liked to talk and she had salesmanship in her blood — a born Woolworth's girl.

She joined in the spring of '29, selling rose bushes and marshmallow eggs.

She always liked the candy counter, but was working on hats that fateful night in the fall of '47. Brooksie worked late, making stylish feather caps. She filled a front window with them.

Overnight, the store was destroyed by fire. The hat window shattered and the feather creations blew all over Gore Park.

When the new store opened, the gold and red sign out front still said F.W. Woolworth Co., but they had finally given up on the "5-10 and 15 cent" promise. The store opened with a staff of more than 300.

In 1966, Woolworth spent \$450,000 on renovations and the Spec

CAPIC since we're looking at night

... THE SPECTATOR, THURSDAY, NOVEMBER 22, 1990 • B3



Kaz Novak, The Spectator

Margaret 'Brooksie' Brooks in front of the Woolworth store she served from 1929 until her retirement last year.

business pages gave it yards of coverage. A head office honcho called it "the most modern and beautiful of the 278 Woolworth's stores in Canada."

The paper seemed especially impressed by the lunch counter.

"The emphasis will be on fast service. To fulfill this aim, a \$1,400 micro-wave machine, giving atomic age service, will be installed. Anything from a hot dog to a pizza can be cooked in the machine within one minute."

By then, Brooksie was traveling a lot, part of the team that got new Woolworth stores ready to open.

She did Whitehorse, St. John's and everything in between. They threw a big retirement party for her in February, 1980. "But I felt too young," says Brooksie. P April she was

She left for real last fall, but still roams the aisles like returning royalty. "Hello Brooksie," they all say.

Last February, because the price was right, Woolworth sold the building.

Business is still fine — the store says it just can't get a good lease from the new owners. They're in the offices of Isis Group Canada Inc., right next door at Park Place.

I couldn't get a comment from them. But if the Woolworth commitment to downtown was strong, surely it wouldn't have sold out.

ISIS has already asked city hall about the chances of getting access off King Street for a new parking lot on the site. That's what ISIS did to Zellers. So one day everything will be flattened on that northeast corner of King and James and another cold, shiny tower will rise to the sky. Far from five and dime.



File photo shows store the morning after 1947 fire.

CENTRAL AREA PLAN IMPLEMENTATION COMMITTEE
a Subcommittee of the Planning and Development Committee
c/o CITY HALL, 71 MAIN STREET WEST, HAMILTON, ONTARIO, L8N 3T4

PROPOSED 1991 WORK PROGRAM
FOR DISCUSSION ONLY

The 1991 Work Program has been designed (subject to comments) to incorporate previous ideas that were put forth by CAPIC members and by amalgamating 'pending items' from the previous year. Undertaking this exercise has resulted in the creation of a number of 'Issue Areas' which consist of several related matters. By using this approach it is possible to discuss a number of related SUBJECTS within the umbrella of a broader context. Thus, it will be possible to address matters keeping in mind their inter-relationships. The following Issue Areas have been compiled thus far.

1. Public Participation

Within the context of public participation the following subjects may be addressed:

- a) Public Participation in Planning - What are the philosophies; how is public participation currently being treated in the City of Hamilton, especially in the Neighbourhoods Section?
- b) Information Systems - Given the increased information demands from a more informed public, how can we respond?
- c) Foundation Funding - What type of Foundation Funding can be sought to help with public participation endeavours such as 'pilot projects'?

2. Sustainable Development and Healthy Cities

This issue area is very broad and can serve as the context to discuss and number of matters:

- a) What do sustainable development and healthy city movements mean for the Central Area?
- b) Urban Values and the Central Area Plan - Review the values and/or guiding principles as they are spelled out in the Central Area Plan. Do these values coincide with philosophies of sustainable development and healthy cities? Is CAPIC applying the values of the Central Area Plan to its actions? Are CAPIC'S values evident in its public image (i.e. actions, decisions, CAPIC brochure)? Is there potential for a CAPIC mission statement based on these principles?
- c) Waterfront - Are the issues confronting the waterfront being handled within a sustainable development context, especially in the Central Area? Continue discussion of the Crombie Commission and its recommendations.
- d) Housing - How can sustainable development and healthy cities principles be applied to housing in the Central Area? Are amendments to the Central Area Plan needed to encourage higher density housing? Possible presentation by Richard Gilbert on Sustainable Development for Housing in conjunction with the SD Task Force.

3. Transportation Issues In the Central Area

- a) The Regional Transportation Study - When will Terms of Reference be available for comment?
- b) GO Station in Downtown Hamilton - What has been the progress of this development?
- c) Perimeter Road Study - Remain involved and informed in this Study.
- d) Truck Routes - Consider changes in truck routes.

4. Residential Neighbourhood Issues

Residential neighbourhood issues may include N.E.C. Control Areas, zoning for institutional uses and the rezoning in Durand.

5. Continuation of CBD Study

Topics to address include urban design issues, +15, building envelopes, planning design briefs, streetscaping, "Vision of Britain" (Prince Charles) presentation.

CENTRAL AREA PLAN IMPLEMENTATION COMMITTEE
a Subcommittee of the Planning and Development Committee
c/o CITY HALL, 71 MAIN STREET WEST, HAMILTON, ONTARIO, L8N 3T4

November 27, 1990

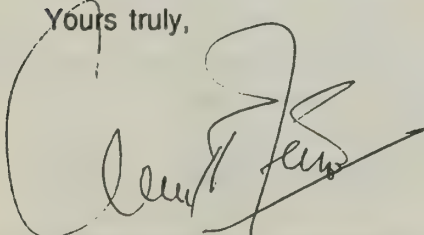
Alderman McCulloch
Alderman Ward 2
c/o Aldermen's Office
City Hall, Hamilton

Dear Alderman McCulloch:

This letter is a follow up to decisions made at the CAPIC meeting of November 9. CAPIC expressed great concerns about the four month closing of the south leg of King Street at Gore Park.

CAPIC is concerned about the negative impact of this type of decision on future planning of the Central Area and would like these concerns to be brought to your attention.

Yours truly,



Charles Forsyth, Chairperson
CAPIC

dg
M.D.:ns

A:\CAPIC.LET

c.c. Alderman Lombardo, Chairman - Planning and Development Committee
J. Thoms, Commissioner - Planning and Development Department

Please be advised that City Council at its meeting of October 30, 1990, approved a Notice of Motion as follows:

CAPT.			
ADJIN			

"WHEREAS the south side of King Street East has not been successful as a pedestrian mall, and

WHEREAS the merchants on that side of the street have suffered financially because all vehicular traffic is prohibited from 11:00 a.m. to 6:00 p.m., and

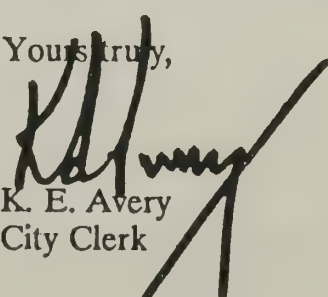
WHEREAS the merchants themselves on the south leg have made this request,

BE IT RESOLVED that the prohibition be removed to allow one lane of traffic and some restricted loading zones to allow pick-up and drop offs similar to the privilege recently granted the taxi cabs, and that the present bus depots be not interfered with; and

FURTHERMORE that this be done on a trial basis for four (4) months

Since King Street East is a regional road, approvals will be required by Regional Council. Therefore please forward this to the Engineering Services Committee for their consideration.

Yours truly,


K. E. Avery
City Clerk



CENTRAL AREA PLAN IMPLEMENTATION COMMITTEE

a Subcommittee of the Planning and Development Committee

c/o CITY HALL, 71 MAIN STREET WEST, HAMILTON, ONTARIO, L8N 3T4

P5-4-7-9

November 27, 1990

Mr. Norman Ragetlie
Policy Analyst
Regional Planning Branch
119 King Street West, 14th Floor
Hamilton, Ontario
L8N 3B9

Dear Mr. Ragetlie:

Re: Crombie Commission

Thank you for presenting the conclusions of the Crombie Commission Workshop hosted by the Regional Planning Branch and for the opportunity to provide input to the recommendations being forwarded to the Regional Economic Development Committee.

CAPIC believes that the Region should adopt the Crombie Commission principles and apply them to waterfront planning in Hamilton-Wentworth. Further, the approach to planning should be comprehensive and integrated with all watershed issues in the Region.

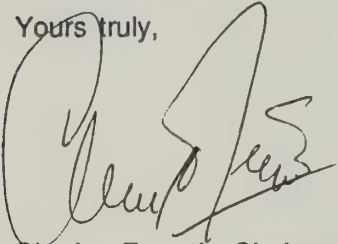
Most importantly, CAPIC fully believes that a firm Regional commitment is needed to waterfront planning. The Region should announce formally whether or not it is prepared to agree with the Crombie Commission recommendations particularly in light of the Regional Chairman's Task Force on Sustainable Development.

In preparing recommendations to the Economic Development and Planning Committee, CAPIC suggests:

1. That the Region adopt the Crombie Commission recommendations and apply them in a comprehensive manner to all waterfront and watershed issues in the Region; and,
2. That the Region formally announce its commitment to Waterfront planning in Hamilton-Wentworth.

I hope these suggestions help you in preparing the final report.

Yours truly,

A handwritten signature in black ink, appearing to read 'Charles Forsyth', written over a large, stylized initial 'C'.

Charles Forsyth, Chairperson
CAPIC

c.c. V. Abraham
J. Thoms

M.D.:NS
A:\CAPIC.LET



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- dances
- fashion shows
- fundraising events
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- art exhibitions & stage performances

*For liquor-related events, The Gardens will be closed to the public. (Garden rentals run until 1 a.m. or when liquor license ends.)

DEVONIAN GARDENS

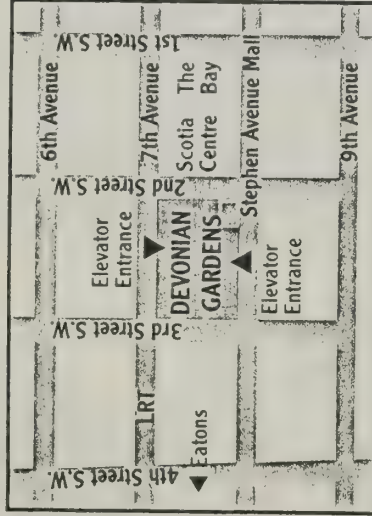
HOURS OF OPERATION

Open year-round,
9 a.m. to 9 p.m. daily.*
Admission is free.

LOCATION

*The Gardens may be closed on occasion for private functions.

In the heart of downtown Calgary on the top level of Toronto Dominion Square (Level 4, 317 - 7 Avenue SW).



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- westbound — 7 Ave. & 1 St. SW exit
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- Gulf Canada Square or Bay parkades
- parking lots
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CALGARY
PARKS & RECREATION
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Escape the downtown crowds to the unhurried rhythms of Calgary's largest indoor tropical getaway—Devonian Gardens.

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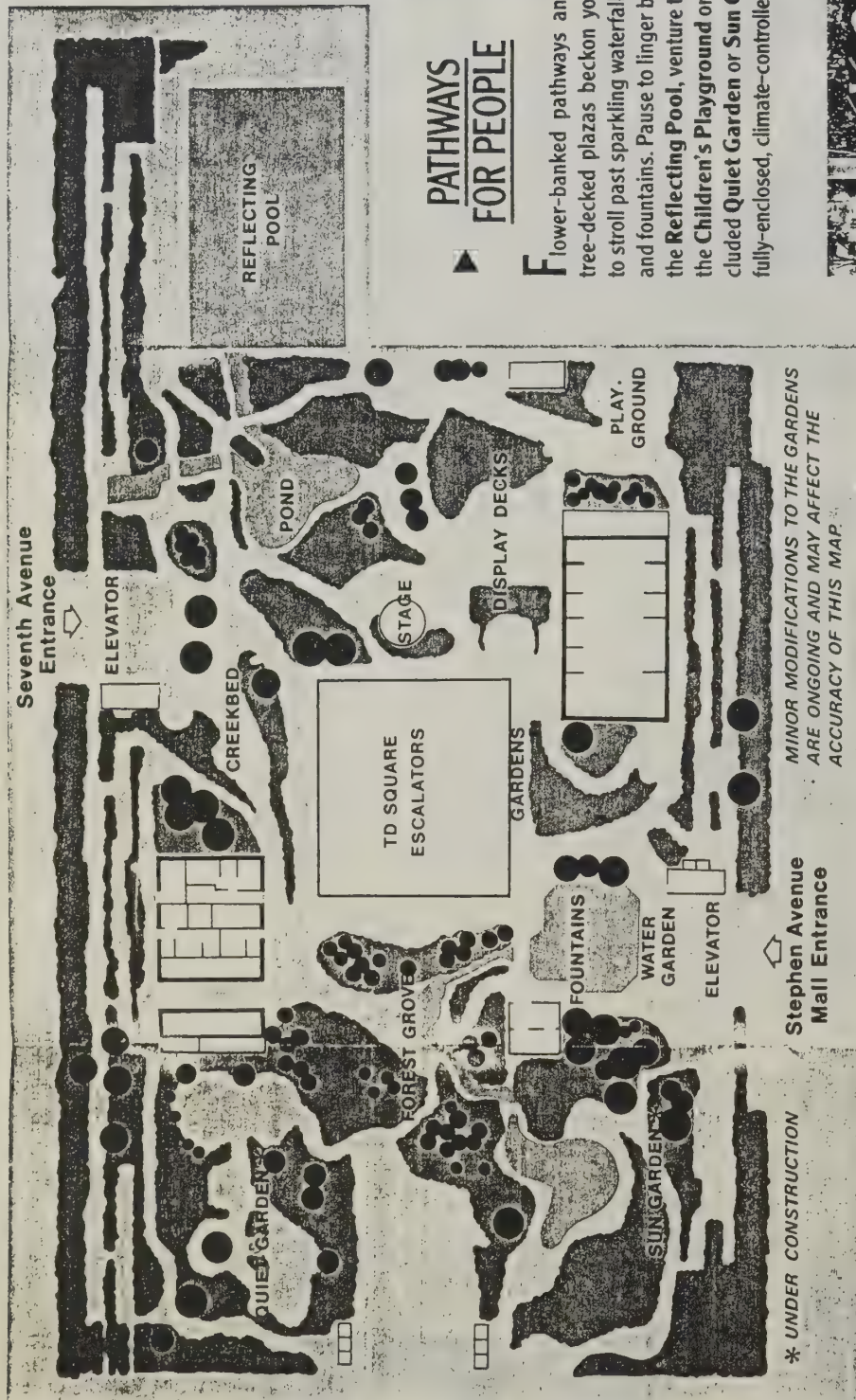
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The Devonian Gardens are Alberta's largest indoor gardens with 2.5 acres (1.25 hectares) of natural beauty featuring more than 138 varieties of greenery, including 16,000 Florida tropicals and 4,000 local plants.

The Gardens are uniquely situated 46 feet above street level, surrounded by shops and offices.

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PLUS 15' WALKWAY SIGNS

+15 Signs combine historic and contemporary images

In the late 1960's, Calgary planners conceived an idea to create a pleasant pedestrian environment downtown through the development of an elevated walkway system of bridges at least fifteen feet above grade level. The system became known as 'Plus 15' or '+15' which is now a part of Calgary history.

Today, there are 47 bridges and 12 km of public walkway in Calgary's +15 System. Not only are pedestrians separated from traffic in the downtown core, but they have the added benefit of protection from nature's moods.

The +15 Signage System

The signage system is designed to take the mystery out of the +15 in a way that is friendly and easy to understand. The language of the system is based on the history and location of Calgary.

The +15 map (see reverse) shows all +15 bridges and walkways and their access to retail, cultural and office facilities throughout the downtown core.

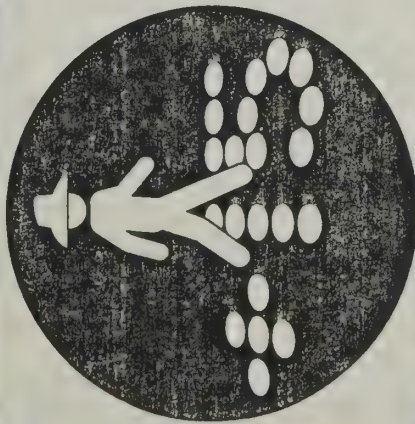


Typical overhead bridge entry sign.

Overhead signs at the +15 bridges are co-ordinated with the map borders. Each bridge entrance has a sign indicating the direction and immediate destination of the bridge. Streets are named on signs at the centre of each bridge.



Stairs leading off the +15 are marked by pictographs designed to be compatible with the +15 symbol.



1. The unique concept of the star-circle was introduced by the Blackfoot Indians. These circles represented stars which typically adorn the tops of their teepees. The +15 formation in the symbol is based on the Blackfoot star-circle.



2. Repetitive elements were commonly used by the Blackfoot to indicate direction and to record historical events as shown here in one of their stone maps.



3. As suggested in the symbol, circle patterns will be used on +15 floors to help as a guide through open spaces and intricate corridors.



4. The white stetson which has been symbolic of Calgary for the past 40 years, conveys a warm welcome to use the +15 system.



5. The blue and white colours represent a clear sky with friendly clouds, the weather inside the +15 no matter what the weather is outside.



THE CALGARY

'PLUS 15' WALKWAY SYSTEM



20th Anniversary Edition

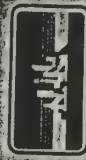
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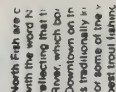


BOMA
BUILDING OWNERS AND MANAGERS ASSOCIATION



JUNE 1990

Brochure designed by Ong-Lee Design and City of Calgary

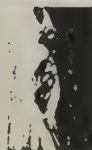
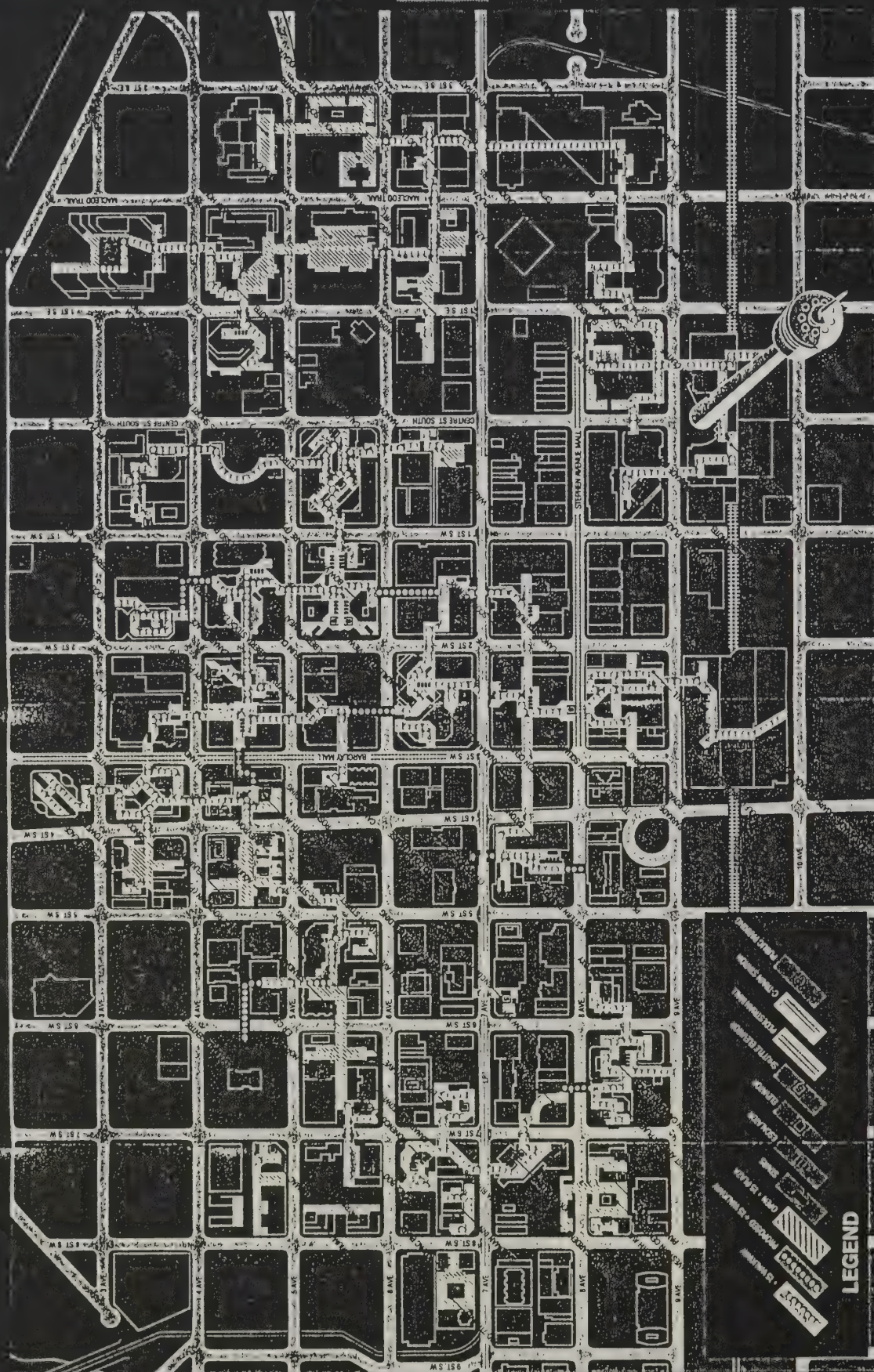
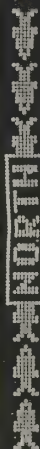


North Fish are C
with the word N
collecting that t
River, which bor
Downtown on In
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or some of the v
best trout fishing.

East Fort Caiga combined with East. The original site and interpretation centre border the Centre on the E



PLUS 15' MAP



West A mountain range is combined with the word West. The prominent view to the west of Calgary is the Canadian Rockies.

South A turn of the century train image is combined with the word South The Canadian Pacific Railway tracks have traditionally represented the south side of the Dominion



DURAND NEIGHBOURHOOD PLAN IMPLEMENTATION COMMITTEE

DRAFT MINUTES

MONDAY, NOVEMBER 19, 1990

7:30 P.M. - ROOM 219

HAMILTON CITY HALL

MEMBERS ATTENDING:

Marvin Sheppard	Durand Neighbourhood Association
Gerry Dion	Citizen Member
Russell Elman	Durand Neighbourhood Association
Carol Mason	Citizen Member
Peter Hill	Durand Neighbourhood Association

REGRETS/ABSENT:

Tony Harper	Citizen Member
Skip Snelgrove	Citizen Member
Bruce Charlton	Citizen Member
Craig Hartley	Durand Neighbourhood Association (Alt)
Marilyn Thompson	Citizen Member

STAFF:

Vanessa Grupe	Planning and Development Dept.
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1. INTRODUCTORY REMARKS:

Acting Chairperson, Marvin Sheppard, opened the meeting by welcoming those present. Several items were added to the agenda.

2. **COMMENTS BY MEMBERS:**

The members deferred their comments to later in the meeting.

3. **MINUTES OF PREVIOUS MEETING:**

The minutes of September 24, 1990 were corrected by changing "bold" to "both" in the second-last paragraph on page 2, and were adopted as moved by Gerry Dion, seconded by Russell Elman, and carried.

4. **NEIGHBOURHOOD PLAN IMPLEMENTATION:**

The list of eight priority areas which were identified previously were reconfirmed, as suggested by Gerry Dion. These are outlined in the attached summary, dated April, 1990. These include Traffic and Parking, "E" Zoning, James St. S, etc. The areas considered to be of greatest importance for 1991 include:

- Traffic and Parking;
- GO Transit; and,
- Durand Alley Study.

The role of the Committee is felt to be one of initiating actions and studies by others, in priority areas. Vanessa Grupe noted that the staff time allotment of 50 days in the 1990 work program was almost used up.

MOTION: It was moved by Peter Hill, seconded by Gerry Dion, and carried unanimously :

- o That the Durand Neighbourhood Plan Implementation Committee stress to the Planning and Development Committee the importance of allocating a minimum of 50 days of staff time in the 1991 Work Program for Durand Implementation. This will allow continuation of the priorities and directions of the Implementation Committee during the 1991 budget year.

A progress report for work carried out to date in 1990 will be attached, as well as a list of current priorities and proposed actions, for consideration at the time of budget deliberations.

Action : Vanessa Grupe

5. **BUSINESS ARISING & OTHER STATUS REPORTS:**

a) **Traffic and Parking Matters**

The meeting initiated by Carol Mason, held on November 14 on this matter, was discussed. It was suggested that the Durand Neighbourhood Association encourage residents of individual streets to petition for parking regulation changes. The Implementation Committee supports this block-by-block approach.

MOTION: It was moved by Carol Mason, seconded by Peter Hill, and carried unanimously:

- o That the Durand Neighbourhood Plan Implementation Committee supports certain proposals aimed at reducing through traffic in Durand Neighbourhood and creating additional open space:

i) Road Closure - Markland west of Bay

The closure of Markland Street, for a short section just west of Bay Street, is recommended for the purposes of diverting through traffic and creating a parkette.

Plan Reference: Section 3.1 TRAFFIC, Objective 2 - Redirection of Traffic to Create Open Space Areas, Durand Neighbourhood Plan.

ii) Right Turns - Queen at Aberdeen

The prohibition of right turns from northbound on Queen Street to eastbound on Aberdeen Avenue, from 7:00 a.m. to 9:00 a.m., is recommended, for the purpose of reducing through traffic in the neighbourhood.

Plan Reference: Policy 2, Action 3, Section 3.1 TRAFFIC, Objective 1 - Redirection of Through Traffic, Durand Neighbourhood Plan.

iii) Left Turns - James at Markland

The prohibition of left turns from southbound on James Street (James Mountain Road) to westbound on Markland Avenue, from 7:00 a.m. to 9:00 a.m., is recognized to require further study, such as that anticipated within the proposed Study of Escarpment Crossings and the Regional Transportation Study.

Plan Reference: Policy 2, Action 3, Section 3.1 TRAFFIC, Objective 1 - Redirection of Through Traffic, Durand Neighbourhood Plan.

These recommendations are based on the approved Durand Neighbourhood Plan, 1987 Update. They have been reviewed by means of a public meeting held November 14, 1990 and related discussion. Recommendations i) and ii) of the foregoing are to be requested for a one-year trial basis, and iii) is to be deferred to further study.

Staff will prepare a letter outlining the above, for the signature of the Acting Chairperson.

Action : Vanessa Grupe, Marvin Sheppard

The provision of access ramps for front lawn parking was also discussed. It was recommended that such parking not be permitted where there is a rear alley, which could provide access to parking spaces in the rear of the property.

MOTION : It was moved by Peter Hill, seconded by Russell Elman, and carried unanimously :

- o That it be suggested to the Planning and Development Committee and to staff, with regard to front yard parking, that one interim measure which could be introduced to reduce the number of accesses permitted for front yard parking, would be to deny such conversions where a rear alley exists.

This motion is in accordance with Objective 2, Policy 1 of the approved Durand Neighbourhood Plan. It is made in recognition of the large number of front lawn parking accesses which are being approved, and the concerns expressed by residents about the visual impact of front yard parking.

It was noted that the staff of the Parks Division, Public Works Department should be notified about the possible need for a temporary barrier and later a permanent landscaped area at the location of the proposed road closure on Markland Street west of Bay. Staff will notify this Department of the proposal being considered.

Action : Vanessa Grupe

b) South Durand Rezoning

Vanessa Grupe informed the Committee that much progress had been made on the analysis and preparation of the report to Committee. No date has yet been set for the meeting at the Planning and Development, although it would be preferable to bring forward this item within the next month or two, if possible.

c) Study of Escarpment Crossings

Vanessa Grupe noted that the Regional Engineering Department will be preparing Terms of Reference for this Study. A draft letter has been prepared from this Committee to CAPIC, asking for an opportunity to be involved along with CAPIC in finalizing the Terms of Reference. Clarification has recently been received concerning the scope of the study, so this letter of request can be revised and forwarded.

Action : Vanessa Grupe

d) High Density Residential Study

Peter Hill noted that he sees this study and the related follow-up as still being high priority. Vanessa Grupe noted that some of the recommendations from this study are being reviewed in the ongoing Housing Intensification Study. Staff will provide a report.

Action : Vanessa Grupe

e) CAPIC Liaison

This item was deferred to the next meeting, as well as Heritage Matters / LACAC Liaison and Durand Plan Commercial Policies, due to the shortness of time.

g) Membership

Jackie Isbester and Dawn Vail will be asked to join, if they are willing to participate as active members. Existing members Bruce Charlton and Marilyn Thompson will be asked to confirm their membership status. Joy Waun will not be active. More representation is felt to be needed from the northern end of Durand, and from business people.

Action : Vanessa Grupe

7. CRIME PREVENTION COMMITTEE

Vanessa Grupe reported on the work of the Committee, especially the Security Fair held at Hamilton City Hall on November 5, 1990. There were many exhibitors present and was much useful information available.

8. DATE OF NEXT MEETING

The next meeting was tentatively scheduled for Monday, January 14, 1990. The meeting adjourned at 10:05 p.m.

VG/dkp

A:\DURNOM90.DOC

DURAND NEIGHBOURHOOD PLAN

IMPLEMENTATION COMMITTEE

ROLE AND MANDATE

The role of the Committee is to ensure the implementation of the policies and actions in the approved Durand Neighbourhood Plan.

The Committee will:

- Review the approved Plan to confirm the specific studies and initiatives recommended, and the priorities assigned to these;
- Take action on these studies and initiatives, by such means as requesting City Council to make expenditures for required studies and improvements; and,
- Within the context of the Plan, monitor development in the neighbourhood to ensure its compatibility.

The Committee will report to the Planning and Development Committee, either by means of Planning Department Staff, or directly.

Membership of the Committee will include a wide range of interest groups and individuals; including representatives from groups such as the Durand Neighbourhood Association, seniors, business people, the handicapped, the Boards of Education, etc. Each group will be asked to provide ongoing representation, by means of members and designated alternatives as needed. Several individual citizen members will also be invited.

Total membership will be 15 people, of which:

- 3 will represent the Durand Neighbourhood Association;
- 9 will represent other interest groups; and,
- 3 will be citizen members-at-large.

Representatives of some secondary interest groups may be invited to attend on an occasional basis, as needed, rather than as regular members. These may include representatives of groups, such as Neighbourhood Watch, Block Parent, women's groups, etc., as well as staff of other municipal departments.

The Committee chairperson will be selected from the citizen members. The Ward Alderman and school board trustees will be kept informed of meetings and receive minutes, as ex-officio members.

Meetings will be held approximately on a monthly basis, at the call of the chairperson and as Planning Department staff time permits. Meetings will not be scheduled during the summer months.

Committee members will be encouraged to attend meetings on a regular basis, to ensure continuity and representation of all interests. Inactive members and alternates, or those missing more than three meetings without good cause, will be asked to consider designating replacements.

Public participation will continue to be an integral part of the implementation process. Committee meetings will be advertised as being open to the public, and major recommendations of the committee will be prepared with public input, where appropriate.

The Implementation Committee will be constituted for a period of up to five years, within which time it will endeavor to implement as many as possible of the recommendations in the Plan. In five years' time, a review of the Neighbourhood Plan will be considered. At the same time, the role of the Implementation Committee will be reviewed.

VG:CS
0125P



CITY OF HAMILTON

MAYOR'S DESIGN AWARD

You are cordially invited to make nominations for the 1990 Mayor's Design Award to recognize and promote outstanding projects within the City of Hamilton which have created or enhanced the Urban Design of Hamilton's public and semi-public places.

This is open to all individuals and organizations, both public and private. These may include residential, commercial, industrial or institutional developments. Projects which were nominated in previous years, but not awarded, may be nominated for the current year's award.

LOCATION OF PROJECT

Projects may be located in the Central Area, other urban areas or suburban locations, within the corporate boundaries of the City of Hamilton.

DEADLINE FOR NOMINATIONS

All nominations must be received at the offices of the Planning and Development Department 7th Floor, Hamilton City Hall, attention Urban Design Section, no later than 5:00 p.m. December 7, 1990. Enquiries may be directed to J. Sakala, Senior Landscape Architect, 546-4429.

AGE OF PROJECT

Projects must have been substantially completed within the last three (3) years. Those which are nominated and are more than three years old may be considered under a special recognition category.

JURY

The jury is comprised of members of the Urban Design Committee. They will review and select the award winning development.

N O M I N A T I O N

(Page over must also be completed)

PROJECT LOCATION:

.....

OWNER:

.....

CONTACT PERSON IF KNOWN:

.....

DATE COMPLETED:

.....

**ARCHITECT/ENGINEER/
LANDSCAPE ARCHITECT**

.....

.....

NOMINATION:

.....

CRITERIA

The nominator should review the project and comment on all or part of the following criteria to assist the evaluation of the submissions. The nominator must complete the adjacent section as to how the project addresses the appropriate criteria, in part, or all sections.

1. ORIGINALITY OF DESIGN:

Is the project innovative and unique to the solution to the given task? How successfully does the project address the present and anticipated future needs of the public space users? How does the final design resolve the major constraint and key issues of the project parameters?

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2. SENSITIVITY OF DESIGN TO BROADER, NATURAL & HUMAN-MADE SETTING:

How does the project design, where applicable, demonstrate consideration for the unique natural features of the City: ie. the escarpment and the harbour/lake areas? Is there any provision for active, public enjoyment or at least provision for physical and/or visual access?

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3. CONTEXT:

How does the project fit into the immediate surroundings, human-made or natural? Does the project address the historical, cultural, and/or physical features located on the site or its vicinity?

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4. CIVIC CONTRIBUTION:

Does the project help boost the economy & civic pride, attract people, or otherwise benefit and enhance the community where the project is located and the City in general?

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5. EDUCATIONAL:

How does the project enhance the general awareness of the created/enhanced public and semi-public spaces?

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6. COMFORT AND ENJOYMENT:

Does the public and semi-public space provide comfort and enjoyment to attract people of all ages and of different cultural backgrounds? Has the design of the space considered the changing environment created by light access and weather variations?

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PLEASE ATTACH ANY ADDITIONAL INFORMATION WHICH MAY BE OF ASSISTANCE IN EVALUATING THE PROJECT.

The Hamilton Spectator
November 26, 1990

Via wants to run high-speed passenger train

OTTAWA — Via Rail wants to be at the throttle of any high-speed passenger train built to link Montreal, Ottawa and Toronto.

Via has been in the passenger train business for 13 years and that gives it "important advantages compared to other potential operators in terms of overall expertise," Via president Jim Roche said recently.

Tying a high-speed train into Via's other passenger services would provide maximum benefits for travellers, Mr. Roche said.

"Not only are cost savings and operating efficiencies possible with integration, but the overall cost to the government of the total network would be reduced."

CN Rail and CP Rail are expected to be the other main bidders to operate a high-speed train.

They haven't been in the passenger train business since 1977, when Via took it over, but both have rail networks linking the three cities.

Their tracks also extend to Quebec City and Windsor. Many planners favor the eventual extension of service to these cities.

Via now operates what it calls its corridor service between Quebec City and Windsor.

Bombardier Inc. of Montreal and the Swiss-Swedish firm of Asea Brown Boveri have both proposed building a high-speed train service for between \$3 billion and \$6 billion.

They still have to select the company that will actually operate the train. No decision is expected on its construction for at least another year.

An Ontario-Quebec task force is reviewing the prospects for a high-speed train. And the federal royal commission on passenger transportation is also expected to study the issue closely.

If both support the project, the next step would be a feasibility study that Mr. Roche says would cost \$4 million to \$6 million.

From Canadian Press

Sell-out crowd

BY ROSEMARY TODD
The Spectator

A STUNNING number of people want to try to save woe-begotten Hamilton Entertainment and Convention Facilities Inc.

The city has been inundated with 45 applications from area residents vying for three HECFI board seats which open up when three citizen members' terms expire at year-end.

The HECFI board consists of the mayor, seven aldermen and nine citizens.

There were only seven applications for the last vacancy, when a citizen member resigned in March, and 15 when three positions were vacant in November 1988.

While the response has surprised many applicants, some are concerned that Hamilton council will simply re-appoint the three directors whose terms are up. Frank DeNardis, Mary Dow and Marvin Ryder — all of whom have re-applied.

"HECFI is not producing, why consider taking these applications?" said applicant Tommy Tarpos. "If something's not working right, why feed it the same medicine?"

Mr. Tarpos, owner of Uncle Tommy's Travel, said the city should get "fresh, new people" to breathe life into the board which oversees the operation of Copps Coliseum, Hamilton Convention Centre and Hamilton Place.

Mr. Tarpos said he was running for a HECFI position because he was "sick and tired of paying high taxes" to which HECFI's deficit has contributed.

Sell-out crowd volunteers for HECFI board

Ms Dow, national conference manager for the Society of Management Accountants of Canada, joined the board 2½ years ago. She said there is "a continuity needed in view of a rather hectic year HECFI had."

"It would be difficult for someone to come in for only one year with an election coming in," said Ms Dow of the civic election next fall. "It would also be difficult to have a new person with the number of on-going projects to deal with."

HECFI has been plagued by bad news this year, including the preliminary findings of a Coopers and Lybrand study earlier this month which said the entertainment

ment and convention agency "requires a major rebuilding process to restore organizational confidence."

From January through September, HECFI's three venues racked up a deficit of \$881,500, with the coliseum alone having a projected deficit of almost \$314,000, its worst revenue year.

Hamilton Place reported a projected \$485,000 loss, largely due to poor showings for three summer shows.

In September, Hamilton Place director Tom Burrows resigned, reportedly as a victim of HECFI feuds and infighting.

Citizen member Marvin Ryder,

who was appointed last year to complete the third year of a resigning member's term, said losing all three members "would be a blow to the board."

"You're looking at the chairman and vice-chairman of HECFI's marketing subcommittee and the chair of the finance and administration subcommittee," said Mr. Ryder, who teaches marketing and business strategy at McMaster University.

Ms Dow and Mr. Ryder are chairman and vice-chairman respectively of the marketing subcommittee and Mr. DeNardis is chairman the finance and administration subcommittee.

"Strangely enough, the best use would be not to change any citizens this year," he said. "There is the danger if you keep flipping citizens that the collective memory (of the board) rests with politicians."

The board needs to balance the power of politicians with citizens with experience, he added.

Mr. Ryder said he did not believe the board is "in bad shape."

"When HECFI was created, the city did this to get an economy of management," said Mr. Ryder of the umbrella organization. "When it was created, it added bureaucracy and did not eliminate the middle layer. What we saw this year was a symptom of that."

"I don't think citizen members are really to blame. I don't think the board is to blame."

Council's finance and administration committee is to consider the list of applicants on Thursday.

Line-ups long for city committees

THERE'S NO shortage of people willing to serve as unpaid or low-paid members of Hamilton civic boards and committees.

The city clerk's office has received 77 applications for six openings on the boards of Hamilton Hydro, Hamilton Civic Hospitals and Hamilton Entertainment and Convention Facilities Inc.

Another 11 people are interested in filling four seats on the Keep Hamilton Clean Committee.

The openings occur because the terms of present members are expiring.

City council's finance and administration committee will have to decide next week how to handle the selection process. John Thompson, manager of the legislative division of the clerk's department, expects aldermen either to set

aside a day for interviews or to give the job to a subcommittee.

Forty-five people are applying for three citizen seats on the board of directors of HECFI, the entertainment superboard that runs Copps Coliseum, Hamilton Place and the Hamilton Convention Centre.

There are 18 applicants for two seats on the board of Hamilton Civic Hospitals and 14 for one seat on the board of the Hamilton Hydro-Electric System.

The Hydro seat, the only paid post, is held by former alderman Reg Wheeler, who is chairman of the three-member board. The chairman earns \$8,000 a year, the vice-chairman \$6,000 and the one other commissioner \$3,675. Mr. Thompson said

The Hamilton Spectator
Nov. 27/90

Demolition threatens mansion

Opposition to Durand condominiums blamed

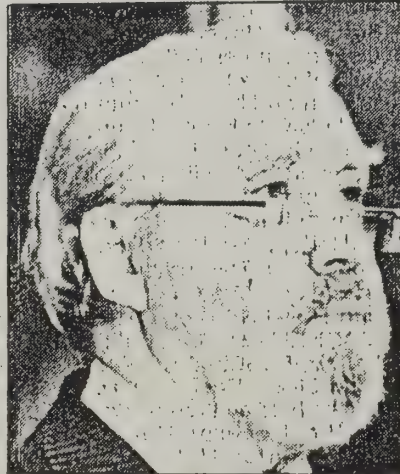
ONE OF the Durand Neighborhood's most imposing mansions is again threatened with demolition, and Alderman Bill McCulloch blames neighbors, who opposed a plan to convert the century-old house to condominium apartments two years ago.

"In hindsight it was wrong, tragic," Mr. McCulloch says of the effort to block rezoning of the 1893 house on the southeast corner of Bay Street and Aberdeen Avenue.

Urge the owner

He and other members of Hamilton's Local Architectural Conservation Advisory Committee agreed yesterday to urge the owner to try for the conversion again, rather than tear down the landmark which features a 14-metre (45-foot) ballroom on the top floor.

The Durand Neighborhood Association formally supported the rezoning, but a splinter group objected, according to Carol Mason, association vice-president.



Bill McCulloch: 'Tragic'

"Our position since November 1988 has been that we would support condos there and in other houses of this nature," she said yesterday.

"In the present economic situation, few people would want or could afford these houses."

Benemar Developments bought the building in 1988, lost its bid to rezone for three apartments, then sold to a buyer who carried out extensive renovations before putting it up for sale again this year.

LACAC members were told yesterday that Benemar held a mortgage on the property, bought the title back at a recent auction and applied for a demolition permit last Thursday.

Lawyer John Nolan, speaking for Benemar two years ago, warned that the house would be torn down if it could not be divided into apartments.

'Fed up'

Benemar's owner, Vincent DeBenedictis, "is fed up with the whole thing and wants to get rid of it," said Mr. McCulloch. "Mr. DeBenedictis, he's a bitter man."

Neither Mr. DeBenedictis nor Mr. Nolan could be reached for comment after the meeting.

At the former owner's request, the house was formally designated as a heritage building. That means the city can stall demolition for as long as six months.

BEYOND THE FRINGE

LAND-USE PLANNING IN THE 1990S

BY SUSAN FISH

Susan Fish is a founding principal of Fish, Artmont, Henderson, a Toronto strategic planning and communications firm. She was an Ontario MPP for six years and was twice appointed to cabinet: as Minister of the Environment (1985) and Minister of Citizenship and Culture (1983–85). Before entering provincial politics, she was a member of Toronto City Council for four years and, before that, was policy advisor to the mayor of Toronto. She has lectured on urban politics and development at Osgoode Law School, University of Toronto Law School, and York University, and is coauthor of Programs in Search of a Policy: Low Income Housing in Canada, an influential 1972 study of federal housing policy.

On March 3, 1989, she gave this address at the annual conference of the Ontario Society of Landscape Architects. Although her specific examples are of Toronto and surrounding areas, her thesis — that an outmoded land-use planning process must change — has broader implications and relates directly to our theme of rural conservation.

Land-use planning has not come easily to North America. Time and again we have watched neighborhoods, communities, cities grow with scant guidance — let alone intervention — from the public sector. Where there is the appearance of intervention — for example, in zoning by-laws or official plans — a closer examination reveals them to be the facilitators of previously established market trends.

An Urban Review

Consider the postwar development boom in Toronto. Conventional planning wisdom called for a segregation of land uses. Industrial was to be separated from commercial; commercial was to be separated from residential. Such "planning," however, simply followed historical patterns of development. The selection of preferred locations for commercial development was predicted on the notion that physical proximity, with face-to-face contact, was essential.

And it probably was. In an age before high-speed transport, walking distances took on added importance — for lunch chats, meetings, couriers, and delivery men. That market preference led to the

Susan Fish trace l'évolution de la grande métropole de Toronto depuis la période d'après guerre jusqu'à nos jours et se concentre en particulier sur le phénomène de la banlieue. L'aménagement effreiné de ces grands complexes domiciliaires engendrerait divers problèmes: transports, services, disposition de déchets et des eaux usées, stress sur le milieu agricole, pénurie d'espaces verts, malaises sociaux, etc. La constitution d'une instance décisionnelle régionale devait en principe palier à ces problèmes; le gouvernement régional avait comme mandat de gérer l'expansion ainsi que la mise en valeur du territoire. Mais le *modus operandi* ne sera que renforcé. L'aménagement de développements résidentiels unifamiliaux, accessibles qu'en voiture, se poursuit de plus belle. Peu ou pas d'importance est donnée aux espaces verts municipaux, les gouvernements se donnant bonne conscience en constituant des parcs régionaux qui malheureusement ne sont pas facilement accessibles en raison de leur localisation. La ville de Toronto a tenté d'innover en mettant au point son Central Area Plan pour promouvoir la construction domiciliaire au centre-ville et de réduire l'apport d'immeubles à vocation commerciale et administrative. Mais le boom résidentiel, dans lequel la crise pétrolière aura été un facteur important, ne sera pas à la portée de toutes les bourses.

L'auteur mentionne que la ville évoluera au gré des différents gouvernements malgré l'implication de la population dans le processus de planification. Entre temps les banlieues s'urbanisent au bénéfice de la petite famille; les gens du troisième âge, les jeunes adultes et les foyers à faibles revenus n'y trouvent pas leur compte. Les nombreux malaises sociaux qui affligent nos villes et banlieues constituent des motifs suffisants pour remettre en question le bien fondé des présents modes de développement.

development of a business district, and continued concentrations of commercial developments simply followed that preference. In an age before computers, modems, and facsimile machines, offices were laid out differently, with different priorities attached to certain staff skills. Today radical changes are occurring inside the workplace: changes which have a clear impact on the need for physical proximity. Yet little or no attempt has been made by planners to review the assumptions underpinning the market preference. As a consequence, transport and telecommunication improvements are not considered planning variables.

Single-use areas have traditionally been considered more desirable than mixed-use areas. In fact, segregating land uses is often just an easy way of dealing with unpleasant environmental side effects of many industrial operations. Are they noisy? smelly? Do they emit considerable particulate matter into the air? Do they have hazardous products or by-products stored on-site? Keeping such industries away from residential areas decreased the number of complaints about plant operation, but it certainly did nothing for the environment or the general ambience of the city. What it did do, though, was give credence to the notion that if you made a mess in your own backyard, then it was okay. It also gave credence to the notion that if you wanted to avoid the mess you should just move elsewhere. So the city core with its air, water, noise, and soil pollution was considered unpleasant; but instead of dealing with those problems head-on and cleaning up the pollution, the preferred course was to move away.

Land has always seemed to be plentiful, and as a society we have attached a strong value to private land ownership. The place where land always seemed more plentiful — and cheaper — is away from the core. It is not accident that some of our most costly residential areas — Forest Hill and

Rosedale in Toronto, for example — are located near to, but quite segregated from, the core. It is equally predictable that the second ring of development — in York and East York, for example — contains more modest housing. As these areas filled in with their single-family homes, new subdivisions continued the trend of outward sprawl. And that sprawl, initially considered so desirable, soon began to exhibit real problems.

Development had outpaced the availability of water. Septic and sewer systems could not accommodate the new demands for waste disposal and treatment. The suburbs had been built for car users on the assumption that residents would commute to work. Existing road networks were soon clogged; transit was extremely limited or completely unavailable. Schools were inadequate for the growing child population; hospitals and healthcare facilities had not kept pace. There was a lack of parks and public open space. It had become increasingly difficult to maintain viable farms in these areas; good agricultural land was being converted to subdivisions. Local councils were being accused of inadequate planning, of losing sight of the long-term consequences of decisions to promote immediate patchwork growth. And the private sector was being criticized for the form, quality, and scale of its subdivisions.

But the private sector developing those subdivisions was simply responding to the rules of the game as understood at the time: that local councils were inviting them to design proposals that responded to market preferences and to submit applications for rezoning or official plan amendments, which would then generally be approved. The private sector cannot be blamed for working within the rules and protocols

established and practiced by the public sector. But the problems were still there and some solution had to be found.

The solution ultimately implemented for Toronto was the establishment of Metropolitan Toronto. Metro was designed to share the cost of building, improving, and extending the necessary infrastructure across several municipalities, and to rationalize future development. In other words, Metro was designed to get us over the past mistakes and avoid repeating them in the future.

Did we manage to do that? A variety of reviews suggested we had. All that was required was a bit more tinkering with the structure of metropolitan government and the establishment of a network of Metro-like regional governments all around Toronto to manage growth sensibly. Scores of newspaper, magazine, and journal articles sang the praises of Toronto. How farsighted we were in government structure and planning on a regional basis. What a livable city: how green it was, and how helpful, polite, and tidy were its residents. How clever to have avoided the crime, filth, system breakdown, urban decay, and toxic suffocation of world-class cities like London, Paris, Rome, New York, and Los Angeles.

Thirty-six years later we have shared the gargantuan cost of putting in an infrastructure after development has occurred, but the task of rationalizing development has barely begun. Both in Metro and in the surrounding regions we have continued the outward spread of car-oriented, single-family development. Main streets are so wide the young and the old alike are lucky to get halfway across on a single light. Cars themselves are permitted to travel at speeds more closely resembling highways

than city streets. Single-use areas abound, with the continued development of industrial parks, commercial parks, and shopping plazas. We continue to assume that the bulk of commuter traffic is destined for central-area locations. A hesitancy in suburban areas to increase zoning densities is matched by central city reluctance to see major commercial development shift out of the core.

And what happened to that cheerful, polite, green city? Tree-planting programs have been sharply reduced, where they existed at all. Parks levies have been collected but few new neighborhood parks have been developed. New "green" space is often a tightly crafted adjunct to commercial development that has little green but lots of hard surface and built form. These urban spaces are often beautiful, popular, and desirable, and developers should be commended for designing them into their commercial developments. But they are not the lungs of the city. They are a complement to and not a substitute for neighborhood parks that cater to toddlers, students, teenagers, those with a day off work, and those retired.

Or the new green space is in the form of major new regional open space. These areas are often simply inaccessible or so awkward to reach by transit that they are only really usable by car owners. For many conservation areas, or spaces like the Metro Zoo, admission and/or parking charges are common and discourage frequent or casual use. In other cases, the new regional space is created by landfill, raising as yet unanswered questions about toxic substances in the fill, their effects on water pollution, and the quality of the new soil thus created.

There have, however, been some efforts

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to review land-use planning and rethink some of the traditional assumptions. An example is the Central Area Plan of the City of Toronto. That plan, so bitterly fought in the mid-70s when it was introduced, sought to reduce the growth of office and commercial buildings and to introduce residential uses downtown. The plan has been extremely successful in encouraging landowners to consider residential uses downtown, but it has not met its secondary goal of encouraging the decentralization of commercial development to suburban centers in and around Metro Toronto. Why has this been the case? Principally because market trends and preferences identified a dual land use for downtown: residential and commercial.

Adjusting development proposals to include high-density residential was simplified by key events and conditions affecting the residential market. The oil crisis had created a major scare about the costs of gas and commuting by car. Living closer to work became increasingly more desirable. Children were being postponed in new marriages as more and more young women were choosing to pursue careers outside the home. Older couples whose children were no longer at home found they did not need the space of a large single-family home or the bother of its upkeep. In both cases, well-appointed highrise condominiums in or near downtown seemed ideal. The recession of the early 80s produced interest rates that virtually shut down moderately priced residential construction. When coupled with rent-review programs, it is little wonder that new residential construction was luxury-priced and its ownership by tenure.

These same market pressures encouraged an increase, rather than a decrease, in commercial concentrations. Downtown Toronto, always desirable for commercial development, became even more so as luxury highrise condominiums enhanced the core. City Council was even giving density bonuses if residential uses were included or an historic building or facade was preserved. And then development rights themselves began to be shifted between downtown properties that were often quite unrelated in use, and not adjacent geographically.

City Council had spoken noble words in the mid-70s about encouraging satellite development and sharing the commercial wealth with suburban and fringe municipalities. By the mid-80s any interest in such magnanimous gestures had faded to

dim memory. In its place, Council did everything possible to ensure that no commercial developer considering both a downtown and a suburban location would eventually choose the suburban one.

This meanmindedness even spilled over to cultural and recreational facilities. How many of us can recall the gymnastics performed by two competing mayors over the location of the ballet/opera house? Did it really matter to patrons if it was located at the top of a subway line instead of the bottom? And did the domed stadium really have to be downtown?

When the attitude of municipal councils and market trends are taken together, it is no surprise to me that landowners bring forward proposals for increased concentration of both commercial and residential in the downtown. These concentrations may not be bad things in themselves. They may even be desirable in certain planning terms. My point is that, notwithstanding the formality of zoning by-law or official plan amendments, the shape of our city has occurred in spite of and not because of public sector intervention or guidance.

The Fringe Municipalities

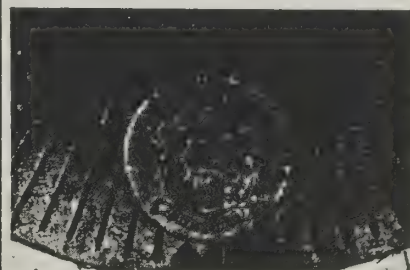
Toronto is not alone here. Neighboring regions and fringe municipalities have been playing much the same game. Far from providing adequate infrastructure and shaping development to avoid the mistakes of the past, the establishment of regional government appears simply to have facilitated a more rapid reoccurrence of those same problems. Let us take a moment to look at the patterns of development in the neighboring regions and the counties beyond them — Wellington, Dufferin, Simcoe, Victoria — that are now the fringe municipalities.

The first drive for development occurs with housing. Subdivisions spring up that are characterized by single-family ownership that is grade-related and that appeals to a homogeneous population in terms of income and family characteristics. Not everyone in our society is 35 years old and married with two children. Why is it, then, that new residential construction outside the core is designed with precisely this family in mind? Where will the senior citizens live in that community? Where will the 23-year-olds just starting out on their own live? Where will students live, or those who are single by choice or by circumstance?

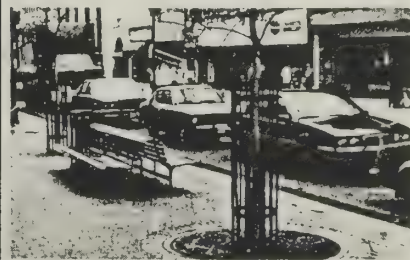
Design, layout, relative, inaccessibility of shops, services, and places of work

combine to ensure that these will be car-oriented communities. Yet not everyone has a car at their disposal, or a valid license to operate one. With no transit built into the subdivision, how will the teenagers get to the library or senior citizens get to the market? Assuming that such facilities are

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always within walking distance simply does not accord with the facts of subdivisions design and location. Take a short drive up Heart Lake Road or Highway 10 north from Victoria and ask yourselves these same questions. The answers are: They don't, or they don't live there. The difficulty is, however, that while seniors and households where adults lack use of a car are discouraged from moving in, others without cars do arrive: young children and restless teens. The lack of transit is not solved by assuming that those who would rely on it will not live in the subdivision.

We bemoan the growth of random violence and the lack of respect for public spaces, then build an environment that is neither peaceful nor inviting. Consider some of the bright new arterial roads within half an hour's drive of Mississauga Civic Centre. They are all very fine for the needs of the automobile, with wide lanes, special left and right turn collectors, and occasional traffic lights that don't slow traffic down too much and are signalized to ensure the most efficient traffic movements. But they have ignored the needs of the pedestrian.

Concepts of sustainable development for the environment do not apply. Wetlands are drained. Rolling topography is graded and flattened. Shrubs, brush, and woodlots are cleared. Parks levies are collected, but few new parks provided. A community with lots of trees and large green parks has a very different feeling. Trees cool the area, assist in disposing of noxious gases, afford an appreciation of the change of seasons, and lift the spirits by attracting lively squirrels and cheerful birds. The large green space, properly designed, becomes a delightful destination for all ages, incomes, and family sizes, and it is particularly important for those who do not have their own private piece of green. Yet tree-planting programs are among the first to be cut or reduced, and green space is too often found instead on the large private lots or strip boulevards dressing the arterial roads. Conservation areas — relying as they do on the automobile for access, and charging admission fees — are no substitute for community public parks.

Patchwork sprawl that ignores the fact that today's fringe is tomorrow's suburbia

and next year's urban core inevitably approves development with inadequate infrastructure. Aquifers are overtaxed, septic beds overflow, municipal water and sewer works typically arrive after the first rush of subdivision activity, and little attention is paid to waste management — except to ask neighboring municipalities to receive it or the Ministry of the Environment to keep open an unsafe dump just one more year so another site may be found. Industrial and commercial development lags behind residential, producing uneven assessment bases and a further reinforcing of the notion that the jobs are some commuting distance away: a commute that is almost always by car to an industrial or commercial park or to a stop on the commuter rail line.

Easy Answers, But No Solutions

The litany of complaints and concerns is frighteningly familiar. The hard-service infrastructure has not kept pace with development and is being overloaded. Costs of maintenance, even without often needed corrective action, exceed the ability of the local municipality to pay. Roads are too few and too narrow, highways clogged, and commuting time too long. Existing schools are overcrowded, healthcare facilities are inadequate. There is a lack of parks and public open space.

It becomes increasingly difficult to maintain a viable farming base. Every little severance that chips away at the land increases the market value of the acreage on the assumption that more and bigger subdivisions will occur. You don't need a degree in land economics to reckon that rural and agriculture uses will become uneconomic and uncompetitive, and that farmers will suffer. Do we really want to relieve the financial hardship in our agricultural communities by shrinking the amount of agricultural land that is available and suggesting that those who may wish to farm should look elsewhere for their land?

The proposed solutions, too, are eerily familiar. Appoint a deputy minister responsible for the greater metropolitan area. Or in other words, fiddle around a bit with the government structure, broaden the area to allow for coordinated planning, and get those municipalities cooperating with one another. Widen or extend the clogged highway. Extend the commuter rail line. Find some less developed municipality to take the waste. Demand that some other government help pay for the necessary

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hard service improvements. If you're at the municipal level, demand more money from the province. If you're at the provincial level, suggest that municipalities increase lot levies.

We have heard all the suggestions before. We have developed high levels of expertise in applying them as "solutions." But they are patently not solutions. They address only the superficial problem, not the underlying cause. They merely widen the opportunity to continue repeating familiar land-use mistakes.

The Future Is Now

The physical and social consequences are clear. Notions of sustainable growth, or environmentally friendly development, are not just something to accuse third-world countries of not doing. They are the prism through which we should examine our own planning and development decisions.

Our land is not limitless, most especially our good quality arable land. Our air is no longer clean, our water no longer pure. And the owner of that pretty little country retreat had better check its wells for toxic leachate and its soil for illegally — or legally — dumped toxic waste. Our forests are dying, our lakes acidifying, our whole climate changing. It is easy to see why science fiction writers have extended these conditions to portray a grim future of scarce resources, overcrowding, and extensive pollution.

Yet with all of our knowledge and newfound awareness of the importance and vulnerability of the environment, we are still plodding down the same well-worn path. We point fingers of outrage at the coal-producing states in the U.S., citing the devastating effects of sulphur dioxide emissions. But we ignore the mounting evidence of the role of nitrous oxide in acid kills, and of car and truck exhaust as its main source, and we continue to encourage truck transport, extend and widen highways, and design new subdivisions around extensive car use. The trees that die are no longer just in some remote northern forest; they are right here on our streets and in our parks.

Our fossil fuels are not renewable and, in any event, we Canadians do not control supply. That fact was brought cruelly home in the oil crisis of the early 70s. But Middle East politics shifted, oil and gas prices dropped, and we went back to our old consuming ways. Even car makers have forgotten the lesson and are reintrodu-

cing gas-guzzling muscle cars to roar down the road.

The challenge in waste management is no longer disposal — figuring out places to bury it or burn it. The challenge today is waste reduction, recycling, and reuse. Apart from government leadership, waste reduction takes a considerable amount of individual effort. We will not get that effort unless we make a serious investment in linking people with the natural world through quality, accessible, public green space. We must stop assuming that everyone will have their own private green space. They do not now and they will not in the future.

There are also important social reasons for rethinking our development patterns. Creating de facto ghettos of income, age, and family characteristics makes it very easy to ignore the needs of those who are different. This segregation reinforces an "I'm all right, Jack" attitude and encourages the "not in my backyard" syndrome. It is the social equivalent of the land-use approach that segregates uses and ignores noxious side effects so long as they are all confined to one district. It assumes that if

you want to avoid random violence, crime, filth, and homelessness in the city, you just move out to a nicer neighborhood in the suburbs.

But this is no solution at all, as the suburbs and surrounding regions have found to their sorrow. If we continue to encourage a physical form that makes it easy to ignore the needs of others, then those needs will go largely unaddressed. And antisocial behavior — largely bred of ignorance and alienation — will spread. We have already seen it in the newspaper headlines of downtown, of the surrounding regions, and even of the tiny hamlets with populations of 1,200 and less in the fringe.

As we peer into the 1990s — as we look beyond the fringe — will we have the courage, strength, and dedication to change? Or will we still be players in the tragicomic blackout revue of the same name? I don't know. But I do know that you, as business people and professionals, are at the cutting edge of that decision. It won't be easy and I wish you the best of luck. ■



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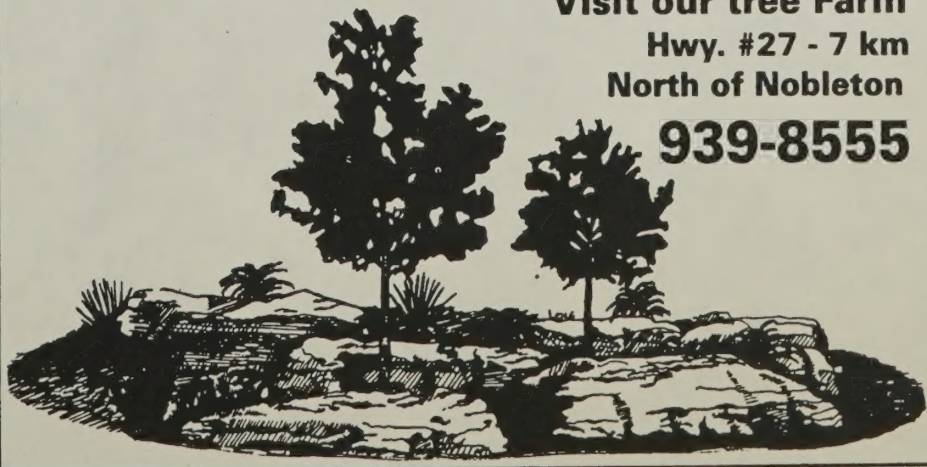
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